

CYCLE NEWS

WESTERN

EDITION

VOLUME VI NUMBER 38

October 7, 1969

25¢

**Lawwill
Clinches
Number
One**

J.N. Roberts Tops In Desert

**The Europeans
Are Coming**

**O'Neal Takes Lead
In CMC Motocross**



NEWSPAPER

CYCLE NEWS

2499 Cerritos Ave.

Long Beach, Ca.

90806

(213) 427-7433

Photo contest winner Manuel A. Burton preserved the action for posterity when he caught Loyal (750) Penn and Andy (242) Skell in a hub to hub duel at the Perris TT track in the final race of last season. The pair continued the fray for three laps until Loyal won by a tire width. All you other photo fans can watch for a new Cycle News picture contest coming up soon.

Regularly Scheduled Events

ATTENTION

Promoters interested in advertising their events in this column.

Contact: Tom Culp
National Advertising Director
Cycle News (213) 427-7433

EVERY WEDNESDAY NIGHT

Flattrack & TT, Orange Co. Raceway, ACA Sanctioned. Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

EVERY FRIDAY NIGHT

SPEEDWAY RACING at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m.

PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

FIRST SAT. OF EVERY MO.

1/2 MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

1st & 3rd SUN. OF EVERY MO.

Deadmans Point, Apple Valley, Cal. - 1st Sund. European Scr., 3 classes, 1 hr. each - 8 a.m. prac. - 10 a.m. start. - 3rd Sun., Motocross - all classes, 8 a.m. prac. - 10 a.m. start. Info: (714) 247-7473 (eves.).

AMA NATIONALS

October 4, 1969, Sat.

HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday

NATIONAL CHAMPIONSHIP 150 MILE ENDURO by the Foothill Hawks M.C., 4662 Windsong Ave., La Palma, Cal. 90620 in the Mojave Desert near Red Mountain, Cal.

October 19, 1969, Sunday

155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday

125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

TAKE A FIEND TO THE RACES THIS WEEKEND

TUESDAY, SEPTEMBER 30th

SCRAMBLES by the Hilltoppers of Oakland, Cal. at Altamont Speedway. Tracy-Livermore on Hwy 50 at Junct. of 580. Pract. at 5 p.m. Race at 7 p.m. AMA Sanct. 3 engine classes, Jr. and Sr. rider classes. Info: (415) 276-9211.

FRIDAY, OCTOBER 3rd

PROFESSIONAL TT RACES, AMA Sanct. at Ascot Park, Gardena, Cal. First race 8:15 p.m.

CALENDAR

the ACTION'S at SADDLEBACK

orange county's motor playground

OCTOBER 5

ACA Motocross; SCTA Riding School.

OCTOBER 12

SCTA English Trials; AMA Scrambles.

Oct. 19

Big Birthday Dash Scr., Drags, MX, Riding School - M.B., Go Karts, Hillclimb

Weekends 8 - 5
Closed Weekdays

Admission \$2.50; Juniors & Minis \$1.50.

SADDLEBACK Park

BOX 2455, orange, california 92667

SAT. & SUN., OCT. 4th and 5th

INDIO GYPSY TOUR by Pacific Coast-ers M.C. Finish and Sign-in at Natl. Date Festival Fairgrounds, Hwy. 111 Indio, Cal. 125 trophies, AMA Tour awards. Info: (714) 274-3755.

HARE SCRAMBLES by the Greyhounds M.C. at the Ponderosa, Cal. 15 Mi. E. of Lancaster on Ave. J. 3 nine mile loops, all classes both days, trophies to 50%. Contingency awards from McHal and Bardahl, camping. Info: (213) 367-2907.

OPEN PRACTICE Sport Riding at Huntington Beach Cycle Park, Cal. 1/2 mile W. of Beach Blvd. on Talbert. 9 a.m. to 4 p.m. \$1.50 per rider, class C traction. Info: 897-4458.

SATURDAY, OCTOBER 4th

NIGHT MOTOCROSS by CMC at Fontana Intl. Raceway, Cal. \$300 Purse for Jrs. Three motos. Juniors, bring ID. Grandstands and refreshments. Post entry. Info: (714) 646-3143

SPEEDWAY, Third and of the United States Speedway Championships at Whiteman Speedway, Pacoima, Cal. 8:30 p.m.

FLAT TRACK, 8 Mile Natl. Championship at Ascot Park, Gardena, Cal. Info: 323-5055.

SUNDAY, OCTOBER 5th

TT SCRAMBLES at Tijuana Auto Dromo. All classes, sign-up closes at 11:30, first race at noon. Three miles past Agua Caliente Track.

NATIONAL CHAMPIONSHIP ENDURO the Jackass Enduro by Foothill Hawks M.C. AMA Sanct. Start/finish at Charlie's Wagon Wheel between Trona, Cal. and Red Mountain. \$5 mail entry closes Sept. 28. Mail to Wayne Powell, 4662 Windsong Ave., La Palma, Cal. 90620. Info: (213) 865-0098.

HALF MILE DIRT TRACK, AMA Sanct. at Manor Downs, Tex., 8 Mi. E. of Austin at Manor Downs on Hwy. 290 at Manor, Tex. 7 classes incl. mini's and wheelie bikes. Sportsman only. Gates open 10 a.m., first race 2 p.m. Info: 472-8246 or 444-5901.

MOTOCROSS by Hi-Boots M.C. at Dehesa, Cal. AMA Sanct.

ROAD RACE, AFM Motorcycle Gran Prix at Orange County Intl. Raceway, Cal. All classes and side cars. First race 12:30 p.m. Info: (714) 838-3588.

MOTOCROSS by the Bay Mare Cycle Assn. AMA Dist. 37 points. At Bay Mare Ranch, Cal. \$3.50 Mail entry to: BCA, 13902 Hamlin St., Van Nuys, Cal. 91401. First race 9:30 a.m. 125cc Novice only, 250cc Am/Ex, Open combined.

MOTOCROSS, ACA National Points Motocross at Saddleback Park, Cal. (714) 528-4290.

EUROPEAN SCRAMBLES by the Hi-Desert Racing Assn. at Deadman's Point, Apple Valley, Cal. Four classes, 100cc to Open. 1 hour each. Info: (714) 247-7473 eves.

MOTOCROSS by K.C. Trail Blazers at Poso Park, 18 Miles N. of Bakersfield on E. side of Famoso Junction. Hwys. 99 and 46. Pract. at 8 a.m. Sign-up closes at 9:15. First race at 10 a.m. AMA Dist. 35 points. European Style. All classes. Info: (805) 746-4058.

SHORT TRACK by the Texas Travelers M.C. at San Antonio, Tex. AMA Sanct. Info: 333-8598.

EUROPEAN SCRAMBLES by the Desert Challengers, Cal. Take Adelanto exit off Hwy 395/66. Three one hour races, new course, trophies to 40%. \$3.50 entry, course visible to spectators.

POKER RUN by Spartans M.C. at Woodland, Cal. AMA Sanct. Info: 662-8564.

SCRAMBLES by the Texas Travelers M.C. at San Antonio, Tex. AMA Sanct. Info: 333-8598.

ENDURO by the Ruff Riders M.C. of Grand Prairie, Tex. AMA Sanct. Info: 262-7259.

SCRAMBLES by the Porterville Spinner M.C. Cal. Corner of Hwy 190 and 65. AMA Sanct. Info: 784-8137.

MOTOCROSS by the Feather River M.C. Road lined from Marysville, Cal. AMA Sanct. All classes and side hacks. Sign-up at 9 a.m. first race at Noon.

TUESDAY, OCTOBER 7th

MOTOCROSS SCRAMBLES by the Hilltoppers of Oakland, Cal. at Altamont Speedway. Tracy-Livermore on Hwy. 50 at Junct. of 580. Pract. at 5 p.m. Race at 7 p.m. AMA Sanct. 3 engine classes, Jr. and Sr. rider classes. Info: (415) 276-9211.

FRIDAY, OCTOBER 10th

MOTORCYCLE PARADE at Darwin, Cal. Annual Town Celebration. Barbeque, games, dance etc. Write to: P.O. Box 70, Darwin, Cal. 93522.

SAT. & SUN., OCT. 11th and 12th

DESERT CLEAN-UP by Calif. Outdoor Recreation League at Calico Mnts. Hwy. 15 to Yermo exit. Mule Canyon Rd. 5 mi. to the lime. Image builder with press coverage. Info: (714) 537-1492.

SATURDAY, OCTOBER 11th

TT SCRAMBLES by the Pathfinders M.C. at the Kearney Bowl, Fresno, Cal. AMA Sanct. Night program.

SUNDAY, OCTOBER 12th

MOTOCROSS, Fifth in CMC Anniversary Series, Carlsbad Raceway, Cal. Two more races to go in series alternating between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry \$10. \$5 Mail entry to P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 646-3143

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Natl Raceway, Cal. Sign-ups and pract. at 9 a.m. First race at Noon.

SCRAMBLES by Taft M.C. at Maricopa, Cal. AMA Sanct. Info: 765-2370.

POKER RUN by Silver Eagles M.C. Info: (213) 846-6517.

MOTOCROSS by Side Hack Assn. at Bay Mare Ranch. Al Burnett Memorial Race. Proceeds to trust fund for the Burnett children. All classes plus special Side Hack exhibition.

TRIALS by Pacific Intl. Trials Society. at Cycle Hills near Uvas Dam, Morgan Hill, Cal. First of four trials series. Entries to: PITS Registrar, P.O. Box 2272, Menlo Park, Cal. 94025.

ENDURO by Explorer Post 305 of Madera, Cal. 100 miles, all dirt in the high country. Start and finish at Big Cedar Springs, Cal. 4 mi. N. of Oakhurst on Hwy 41. AMA Sanct. Info: 673-3146.

ENDURO CANCELLED Manteca Golden Bears M.C.

AMA MOTOCROSS at Croton, Ohio. \$2100 purse. Am. or Exp. licenses required. Nov. must have AMA endorsement before Sept. 29th. All natural terrain, two classes. Mail entry to Ohio-X, 119 Yorkshire Ct., Elyria, Ohio, 44935. Info: (216) 365-5070.

CROSS COUNTRY by Titans M.C. AMA Dist. 38 points.

HILL CLIMB by the Hillclimbers Assn. of San Jose, Cal. New 600ft. hill. Info: (408) 258-2684.

HARE AND HOUND by the Checkers M.C. 18th Annual Check Chase. AMA Dist. 37 points. Lined from Lucerne, Cal. All new country. 10 a.m. start. Info: (213) 245-2074.

MOTOCROSS by Dirt Diggers North at Helvetia Park, Cal. Long motos, water crossings. All competition cards accepted. Sign-up at 8 a.m. First race at 10:30. Mail entries to Dirt Diggers North P.O. Box 338, Orangevale, Cal. 95662. Info: (916) 652-7800 or 988-4725.

Tear Out and Present at Box Office

J. C. AGAJANIAN Presents . A M A
TT's Every Friday Nite 8:15

Motorcycle Races

each
Half-Mile 1st Sat. Nite month - 8:15

Worlds Fastest Action 1/2 Mile and T.T. Dirt Track

SAVE 50¢
PASS FOR TWO 50¢
Per Person On Each Adult Ticket

Ascot
18400 S. Vermont-Gardena
Easily Reached - Just Off
Harbor & San Diego Frwys.

National Championship Points

AFM

ROAD RACE

Orange County
International Raceway

OCT. 5

\$600. Purse

Gates Open 8 a.m.

SUNDAY, OCTOBER 12th

ROAD RACE AFM 200 mile production road race at Carlsbad Raceway, Cal. \$500 guarantee purse. \$10 entry for lightweights, \$15 for Open class. 0-200 1 hr. race in the a.m. 200-Open race in the p.m. Gates open at 8 a.m. Info: (714) 442-3338 or 465-9700.

SCRAMBLES by the Gents M.C. at Gent's Park, Longview, Texas. AMA Sanct. Info: 753-0383.

SCRAMBLES by Kapital Katz M.C. at Austin, Tex. AMA Sanct. Info: 453-4555.

SCRAMBLES by Weatherford M.C. of Weatherford, Tex. AMA Sanct. Info: 594-2596.

SCRAMBLES by Mojave Co. M.C. at Kingman, Ariz. AMA Sanct. Info: 753-3206.

SCRAMBLES by Corey Park M.C. at Corey Park, Maltby, Wash. AMA Sanct. Info: 486-8837.

HILL CLIMB by Jolly Rogers M.C. of Seattle, Wash. AMA Sanct. Info: 242-0413

ENDURO by Skagit M.C. N.E. of Mt. Vernon, Wash. AMA Sanct. Info: 336-2469.

ENDURO by the Trail Riders of Houston, Tex.

TRIALS by the S.C.T.A. at Saddleback Park, Cal. Sign-up at 8:30 a.m. Trials at 10 a.m. Info: (213) 697-9441.

TT SCRAMBLES at Saddleback Park, Cal. On a new TT track. Sign-up closes and pract. starts at 8 a.m. for 100cc, 9:30 for lightweights and Noon for big bikes. Admission and entry \$3.50. AMA Dist. 37 points.

ROAD RUN Turkey Feed by the Singing Wheels M.C. San Diego Co., Cal. AMA Sanct.

TT SCRAMBLES by the Silver City Scramblers M.C. at Sunrise Speedway, Las Vegas, Nev. Info: (702) 384-8354.

SCRAMBLES by Palo Alto M.C. at Fremont Raceway, Fremont, Cal. AMA Sanct. Info: 322-8560.

INTER-AM DATES

★	Oct. 19	Pepperill, Mass.	250 & 500 Jr. 250 Sr. Sprt. 500 Sr. Intl.
★	Oct. 26	Mid States Lorain, Ohio	250 & 500 Jr. 250 Sr. Sprt. 500 Sr. Intl.
	Nov. 2	Can-AM Copetown, Ont.	250 & 500 Jr. 250 Sr. Sprt. 500 Sr. Intl.
	Nov. 2	Elk Horn, Wis.	250 & 500 Jr. 250 Sr. Sprt. 500 Sr. Intl. 125 Jr.
	Nov. 9	Mid Western Wichita, Kan.	250 & 500 Jr. 500 Sr. Intl.
	Nov. 9	So. States Houston, Tex.	250 & 500 Jr. 500 Sr. Intl. 125 Jr.
	Nov. 16	Rocky Mtn. Boulder, Colo.	125, 250 & 500 Jr. 500 Sr. Intl. 250 Sr. Sprt.
	Nov. 16	Seattle, Wash.	125, 250, & 500 Jr. 500 Sr. Intl.
	Nov. 23	Golden Gate San Francisco, Cal.	250 & 500 Jr. 500 Sr. Intl.
	Nov. 30	Westlake L.A., Cal.	250 & 500 Jr. 250 Sr. Sprt. 500 Intl.
	Dec. 7	San Diego, Cal.	250 & 500 Jr. 500 Sr. Intl.
	Dec. 7	No. Cal. Manteca, Cal.	250 & 500 Jr. 500 Sr. Intl. 125 Jr. 250 Sr. sprt.
	Dec. 14	Saddleback Orange, Cal.	250 & 500 Jr. 500 Sr. Intl. 125 Jr. 250 Sr. sprt.

SIDEHACK ASSOC.
Presents

Al Burnett Memorial
MOTOCROSS
BAY MARE RANCH

**OCT.
12th**



Entry \$3.50
Gates Open 8 a.m.
AMA District 37 Point Event

Over \$500. In Merchandise
Awards to be Given Away

* **NIGHT MOTOCROSS** *
* **Bikes Only** *
* **Sat. Oct. 4th** *
* **Fontana Raceway** *
* 13444 Foothill Blvd. *
* Fontana, Cal. *
* (San Bernardino Fwy to Etiwanda-east) *
* **Better Lighting** *
* **Championship Trophies To Juniors** *
* **ALL CLASSES 125-250-500 Jr. & Sr.** *
* **\$5.00 post entry** *
* **3 large readable # plates** *
* **Gates open 4 p.m. - racing 7 p.m.** *
* **\$300 Prize Money To Juniors** *
* **(CMC membership required)** *

TUESDAY, OCTOBER 14th

SCRAMBLES by the Hilltoppers of Oakland, Cal. at Altamont Speedway. Tracy-Livermore on Hwy. 50 at Junct. of 580. Pract. at 5 p.m. Race at 7 p.m. AMA Sanct. 3 engine classes, Jr. and Sr. rider classes. Info: (415) 276-9211.

FRIDAY, OCTOBER 17th

TROPHY PRESENTATION by the Invaders M.C. and the Four-Aces M.C. Mini-skirt contest and party. Machinists Hall, 2600 W. Victory Blvd., Burbank, Cal. 8 p.m.

SAT. & SUN., OCT. 18th and 19th

OPEN PRACTICE Sport Riding at Huntington Beach Cycle Park, Cal. 1/2 Mile W. of Beach Blvd. on Talbert. 9 a.m. to 4 p.m. \$1.50 per rider, class C traction. Info: 879-4458.

SUNDAY, OCTOBER 19th

MOTOCROSS. Final race of CMC Anniversary Series at Saddleback Park, Cal. Greeves Griffon to series winner. Post entry \$10. \$5 mail entry to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 646-3143

MINI SCRAMBLES at Saddleback Park, Cal. Info: (714) 639-5832.

TRIALS RIDING SCHOOL by S.C.T.A. at Saddleback Park, Cal. Info: (714) 639-5832.

MOTOCROSS by Golden Eagles M.C. on the Intl. Motocross course, Dallas, Tex. Info: (214) 358-5577.

ENSENADA TOUR

FOURTH ANNUAL
SATURDAY
&
SUNDAY

NOVEMBER 1st & 2nd

Sign in Sat. Nov. 1st, 8:00 a.m. to 11:00 a.m. at the (LAST CHANCE MEXICAN AUTO

INSURANCE OFFICE), 698-E. San Ysidro Blvd., San Ysidro, Calif. (Interstate 5)

Mail Entry: \$2.50 Mail Deadline October 24th Post Entry: \$3.50

Mail Entry To: TERRAPINS MOTORCYCLE CLUB, 4010 Thorn St., San Diego, Calif. 92105

4th ANNUAL EL TOUR GRANDE OF ENSENADA (ENSENADA TOUR)

ENTRY BLANK

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest.

Name _____ Age _____ Address _____ City _____
State _____ Zip Code _____ Motor Make _____ Year _____ License No. _____
Cubic In. _____ cc Club Aff. _____ Have you read this entry blank? yes _____ no _____
CAUTION: Parent must co-sign if rider is under 21 years of age. _____
Parent Signature _____ Entry Signature _____

For 2-day Mexican Insurance, enclose the amount below plus entry fee.

If cycle book value up to \$1,000.00 — \$1,500.00 — \$2,000.00 — \$2,500.00

Enclose this amount, \$3.25 — \$3.70 — \$4.10 — \$4.50

Insurance by: LAST CHANCE MEXICAN AUTO INSURANCE

698-E. San Ysidro Blvd. San Ysidro, California

Information: (714) Tour 281-2150, Insurance 428-2117, Motel 239-2368

For Motel write ALL POINTS TRAVEL AGENCY, 947 8th Ave., San Diego, California 92101

We'll meet you at the sign in with your Insurance and Information to make the trip a pleasant one.





CYCLE NEWS

"America's leading weekly newspaper covering the motorcycle sport. You'll always see it first in Cycle News."

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VOICES OF THE WEST

WHOM DO YOU TRUST?

How about some side hack action in Cycle News? Everybody likes side hacks. Much of the best action in District 37 is from the side hacks. Two hacks passing in mid-air? At the Dirt Diggers Allstates Scrambles people gasped at three solo riders going down side by side. That was nothing, the people really went wild when they saw three hacks going down that hill side by side. Those of you that rode, think about that hard.

Side hacks are not to be taken lightly. Riding a side hack is not a "ride like you feel" proposition. It is two men as a team. They must know what each other will do and when they will do it. If one man makes a mistake they could crash or flip. Would you trust your best friend like that?

BILL PERDUE
Redondo Beach, Calif.

WHO'S TO START WHO?

I have always been under the impression that the starter was there to start the races, not the racers there to start the starter. This change of policy seems to be what has been happening lately. In years past when someone jumped the flag, he was put in the back row.

Another thing - if the starter can't start the races, I don't think the announcer should take it upon himself to call the racers down, as in the case of Gene Romero and his 20 mile an hour starts. If Gene can put one over on the starter, then good for him. Good for anyone who can make things work for him.

LINDA ANDERSON
Anaheim, Calif.

ENSENADA TOUR

I am writing in regard to the Ensenada tour which I have made for the last two years. Some of us were wondering what date it would be held this year as we can take our vacation at that time.

VERNON SCOTT
Stockton, Calif.

Editor's Comment: See ad on page three in this issue.

A FUNNY THING HAPPENED ON THE WAY TO EUROPE

There I was on the plane on my way to Frankfurt, Germany. There were three people to a seat; the other two people sitting with me were Mr. and Mrs. Thomas Colson, a couple who were going to tour Europe for five weeks. Friday night the stewardesses served a very good dinner. And boy, do they like to serve the booze (beer, wine, mixed drinks and champagne!) A motocross racer could get a headache if he liked to drink a lot.

It turned dark and we tried to get some sleep. But I had one problem; there was no room for my legs, because the seats were so close together. We were only going to have five hours of night, because we were flying in and out of time zones.

At breakfast it was time for another good meal...and they served it with champagne! These Germans have some weird ideas. Then we closed our eyes again, since we were crossing the ocean, and there was not too much to see.

As we started to fly over Ireland, the gentleman and his wife who were seated across the aisle from me asked if I would like to look out their window and see some of the sights. Since there was no window on my side of the plane, I took them up on their offer. Oscar and Hertha Backlund, as the two were named, were originally from Sweden, but not lived in Huntington Beach and owned a Swedish

restaurant.

Saturday, Sept. 13, our plane landed in Frankfurt. Going through customs was not so bad, but trying to talk to the people was especially hard! I finally found the bus to the train station, but then I could not find where to buy a ticket or where I was to go - and there was no one who spoke English to help me. I thought I should have taken a plane direct to London. Then I found an American soldier who helped me find my way. Well, I left early Saturday night with a second class train ticket, and what did I do? I goofed good! I got on the first class train and had to pay the difference. However, I changed trains at Koln, so I only paid first class for half the way. That was a real mess! But I did get to see a lot of Germany and Belgium. I had the privilege of sitting on that train until 1:00 a.m.

When I left Belgium to take the ferry over to Dover, England, it was cold, wet, and foggy all the way, and to make matters worse, I'd had little sleep since I left home. There were people sleeping on the ferry's cold, wet decks, too. I thought they were nuts! While on the ferry, I tried to eat something: bad, very bad! I decided I wasn't so hungry after all.

Sunday morning I took another train from Dover to London. When I arrived in the city in the morning, I found a place to eat. The food wasn't too bad this time, thank God. Next I went to the underground subways from London to Liverpool street for another train to Southend (my bags were getting very heavy) where I was going to spend the night.

Well, finally, here I am in my room at Southend (ten miles from the Greaves factory) and I am dead tired! Good night...

GARY BAILEY
Southend, England

ALL SIDE HACK FANS

We have talked to your hero (THE GREAT PUMPKIN), and they say they will race again. You will be even more pleased to know they said they would race at HOPETOWN (CORRIGANVILLE), and at the BARSTOW TO VEGAS race.

Could you please also print the Side Hack point standings here in District 37.
THE AQUA & WHITE PHANTOM
Redondo Beach, Cal.

GHOST OF DIRT DIGGER

The following letter is the latest installment in the continuing story of Dirt Digger North's struggle to become an AMA chartered club.

The setting - An office deep in the dark confines of AMA headquarters, Worthington, Ohio. Mr. Gary Payne, Deputy Director, has just opened a dirty, beat up envelope that has come to him from all the way out west. He is about to read the badly typed and poorly written message -

Dear Mr. Payne:

The purpose of this letter is to again ask you to grant the Dirt Diggers North M.C. an AMA club charter. As I've stated before the Dirt Diggers M.C. have granted their permission for this club to use the name Dirt Diggers.

At the present time there are numerous AMA clubs with the same or similar names - Shamrocks, Hilltoppers, Pacific Coasters, Pacific Coast - etc., etc. All the members of Dirt Diggers North are AMA members. In good faith they went to the expense of incorporation. They applied for an AMA club charter and were turned down. At a time when other sanctioning bodies are gladly accepting new clubs, the AMA turns down one of northern California's top sportsmen competition clubs. Why? The other clubs, in the AMA district they are in, want

them to become a sanctioned club. The district referee wants them to become a sanctioned club. I again ask - Why can't they?

I certainly hope the reason, for them being turned down, is not political and I hope it is not because of the problems that we caused you a few years ago, with dual sanctions etc. If you will look at our records for the past three years, you will see that we have followed the AMA rules all the way. To the best of my knowledge we have caused you no problems. We have done this because the AMA is trying to change and is giving their members at least a small voice in the organization.

I hope that you will reconsider Dirt Digger North's application for a club charter. They are an asset to the sport and would certainly be an asset to the AMA.

DIRT DIGGERS M.C.
Jim Peterson, President
Rowland Heights, Cal.

OPEN LETTER TO DICK WRIGHT

In the past, we the Spokebenders M.C., have strived to put on an outstanding and enjoyable desert race and have usually succeeded..

In regards to our Hare Scrambles on the 21st we made two mistakes. One was that our first smoke bomb was placed on the top of a hill and was lit before the race started, but due to the wind conditions the smoke was carried down the other side of the hill and was not seen from the starting area, but we still had a second bomb, which was not wrong since it was in line with the first check. Second, we neglected to mark an open mine shaft which was not ten feet off the course, but over fifty feet off the marked course, which was faster and smoother through that area. We feel that your reporting is a personal insult as you were told these facts at the race.

We did not leave the area until nearly sundown and did not receive any complaints, but many compliments. In the future, if you cannot report the facts as they are, we will gladly find someone who can.

FRANK W. MORGAN
Referee - Spoke Benders M.C.
Torrance, Cal.

CAN'T PAY BILLS WITH THANKS ONLY

I have read the many letters of thanks to Rescue 3, they are great, BUT these fellows in the red coveralls have lots of money tied up in equipment, plus their gasoline and other supplies they use on injured riders.

The Invaders M.C. votes a donation to Rescue 3 after our point runs. Some of the other District 37 clubs have done the same.

Remember after the last race when you were sitting in the shade, drinking a cool one, Rescue 3 was out beating the bushes for stranded riders. So, let your conscience be your guide.

WES ANDERSON SR.
Los Angeles, Cal.

BAILEY RACING AGAINST SENIORS IN EUROPE

IRELAND, Sept. 28, 1969 - Gary Bailey raced against the likes of Bryan Wade and Jeff Smith in a motocross held Sunday in Ireland. Bailey fell off in the first moto and then finished seventh and ninth in the next two.

Last week, in a race in Halstead, England, the Gainesborough International, Gary took a ninth overall and won 22 pounds for his efforts.

ASCOT MOTOCROSS ON FOR OCTOBER

Ascot's fantastically successful August motocross will be followed by another, October 26, announced Bob Bailey, co-promoter. Mail entries only are being accepted. Those interested should mail \$5 to 17124 So. Western Ave., #6, Gardena, Cal. 90247.

Legislative Notebook

By Barbara Adams Dahms

SPEAK UP, MOTORCYCLE ENTHUSIASTS!

We still have big problems about off-road riding space, problems concerning thousands of acres of land which everyone wants for their own use. As the recreational needs of our population grow these problems will increase.

At the same time we have little problems about off-road riding space. These are little problems in the sense that they concern small areas of land, little machines and mostly, little people. But they are not of little importance. They are of great importance because little people are of great importance.

Mini-bikes are made and sold in increasing numbers, yet they exist in a legal limbo...just as kids exist in a legal limbo; neither have any genuine legal status. The big motorcycle, once licensed, has equal right to the streets with all other vehicles. (We won't argue the practical side of this equality.) The adult, licensed driver or rider has equal rights with all other drivers. Mini-bikes cannot be licensed. Kids cannot be licensed. The off-street areas where they ride are not theirs and cannot really be given over to their use under our present system.

We are expressing national concern about kids and their rebellion, about their use of drugs, their outspoken hostility to the establishment, their lack of interest in existing school curriculums. We are talking a great deal, presumably worrying a great deal, and criticizing a great deal. But we are not doing very much.

There is available money in this country for a great many things. The government takes it in great gobs from all of us without our consent. Yet there is never very much money for the things we really need. We cannot, for example, keep our old roads and build freeways in addition, although there is already considerable need for twin systems, a situation that will become crucial in the not-too-distant future. We cannot even begin to purify our water and air, although we face planet-wide extermination in less than a century if we don't. We can't because there is no money, do dozens of other things which are or will be soon essential for our survival as a civilized people.

At the very bottom of the poverty plea are the things we need to do for the kids of this country and of the world. It's true that this expansion came quickly in the last generation and has been difficult to absorb in the fiscal picture. But as long as there is so much money for what is of less importance, there has to be a way.

In the past three years we have heard a state government which has raised its own salaries, and is contemplating building another multi-million dollar office building, while calling for an end to "free" education.

Our national government just put three Americans on the moon, which I personally consider an exciting and worthwhile accomplishment yet, our national government cannot make land available for riding and camping, and dune-buggy-ing and hiking, and just getting away from every one else. It cannot conserve the old redwoods. It cannot preserve the everglades. It cannot even save the great lakes and the San Francisco Bay. It doesn't have the money.

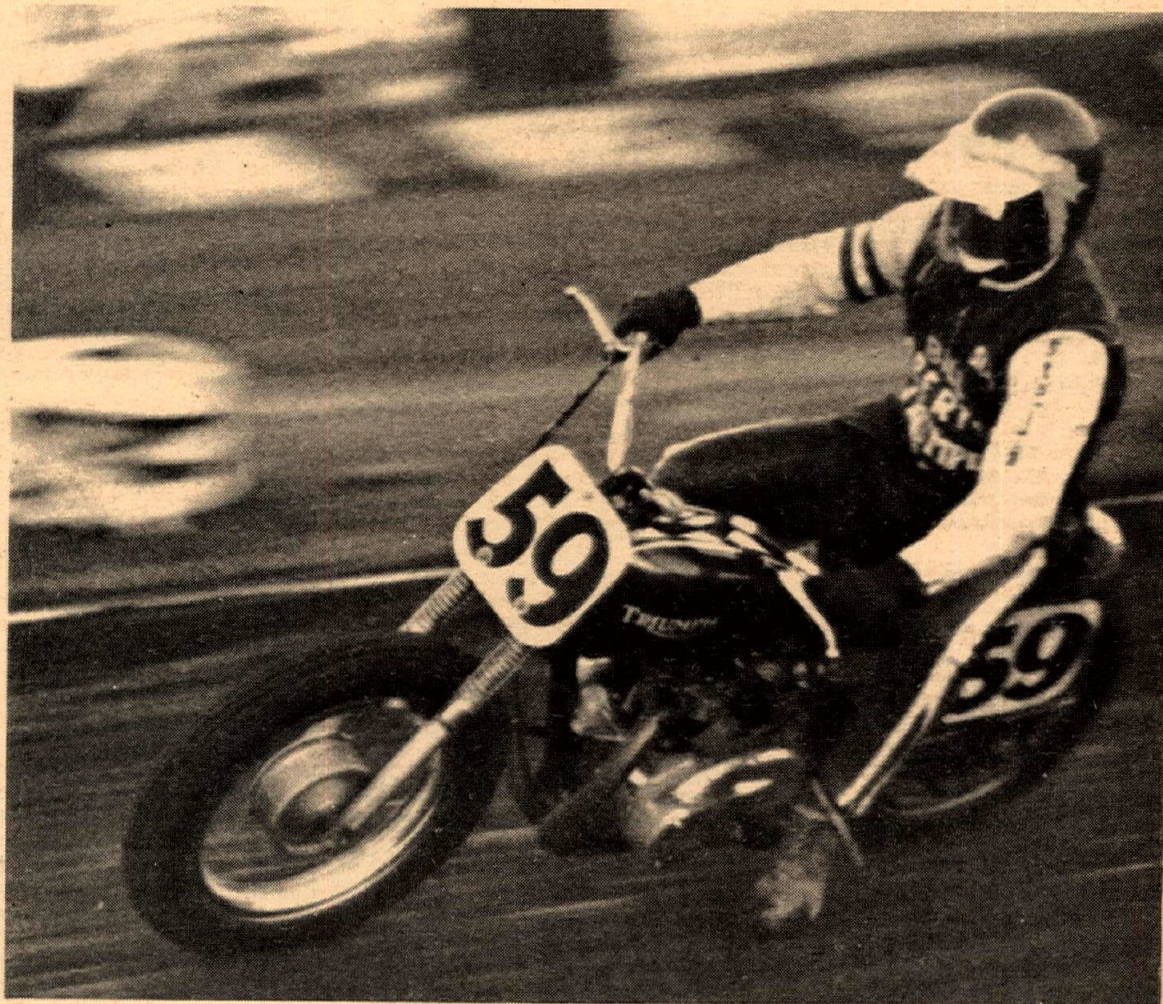
(Continued on Page 21)

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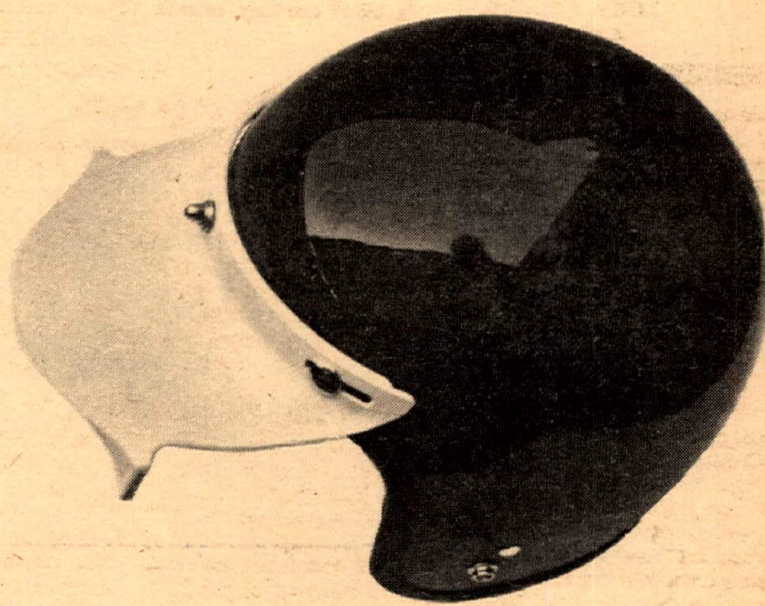
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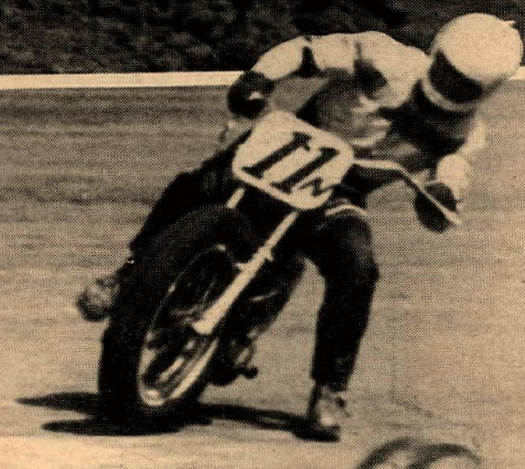
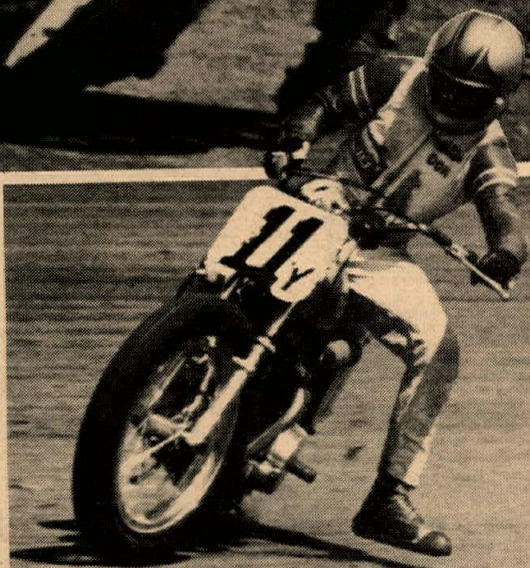
Californians Victorious At Oklahoma City National

Jim Rice dives his number 80 BSA into the Oklahoma Half-Mile before a sideways Larry Palmgren. Jim held the lead at the checker ahead of Bart Markel and Gene Romero.

By Dave Friedman

OKLAHOMA CITY, OKLA., Sept. 28, 1969 — California riders victoried in the Half-Mile National held in Oklahoma City last Sunday by taking both fast times, winning both mains, and clinching the national championship.

First year Expert, Jim Rice of Palo Alto, won his third national of the year with a wire to wire win over Bart Markel



Don Castro slides ahead of Ken Pressgrove. Don won the Amateur Main on his Triumph in front of Dave Aldana and Pressgrove.

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Mail Entry Fee, \$15.00. Must Be Postmarked No Later Than October 5th, 1969. Late Entry: \$20.00.

Sportsmen Entry Fee, \$2.00; Late Entry \$10.00

Track Opens for Practice October 18th at 8:00 A.M. and Closes at 5:00 P.M.

Practice October 19th, 9:00 A.M. to 11:00 A.M.

FOR INFORMATION AND ENTRY BLANKS:

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Atwood, Kansas 67730
(626-3638 - AC 913)

REX HALEPESPA
604 Railroad Ave.
Atwood, Kansas 67730
(626-3024 - AC 913)

Northwest Kansas Motocross Assn., Inc.

and Gene Romero. Mert Lawwill of San Francisco brought the #1 plate back to California after a long absence. Mert earned the national championship by finishing sixth.

By main event time, the track had become hard and slick, with the groove being on the pole à la San Jose. The grandstands that were filled to near capacity were soon to see some great racing.

In the Amateur Main, Don Castro took the lead at the first corner. Never being headed, he went wire to wire for the big win. Aldana finished second after recovering from a sloppy start. Third went to Ken Pressgrove on his BSA, while Robin Martin on a Triumph received fourth.

In the Expert Main, Jim Rice took the lead from the flag. Bart Markel and then Larry Palmgren made several early challenges, but Rice withstood the pressure and pulled away. Palmgren and Markel had a duel which ended with Larry second and Bart third.

On the eighteenth lap, Palmgren fell in the same place as his brother had.

Romero came on strong from a bad start to finish third in almost a dead heat with Mann.

The day opened with Gene Romero setting a fast time of 25.00, and Don Castro setting fast Amateur time.

The first Expert heat went to Romero with Lawwill in second and Haaby in third.

The second Expert heat provided the first spill of the day. Chuck Palmgren had just taken the lead from Dick Mann in the fourth turn. In the south corner, Mann tried to get under Palmgren, and in doing so, knocked Palmgren off. Mann went on to win over Markel and Rayborn. Palmgren wasn't hurt.

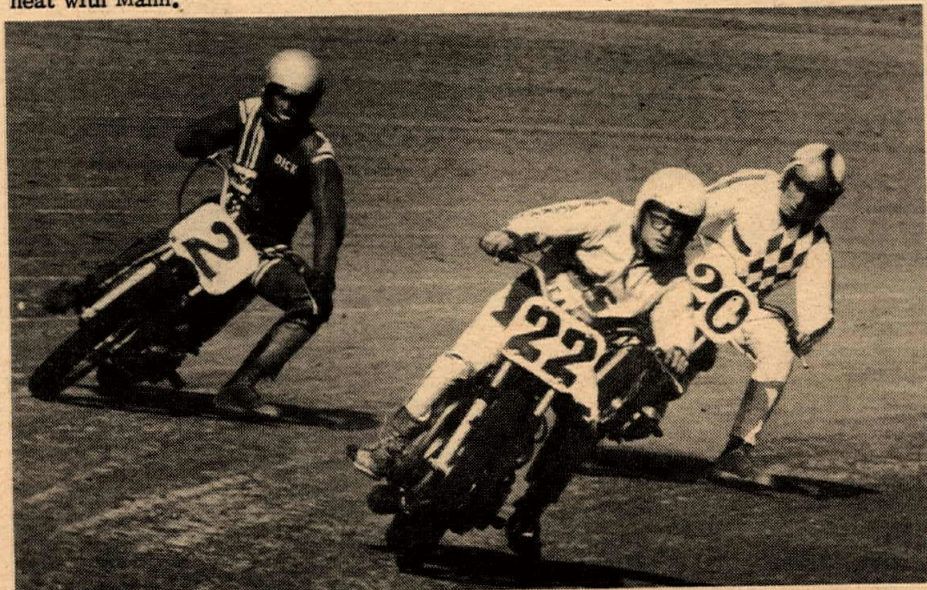
The third heat went to Rice, who held off the challenge of Larry Palmgren and Mark Brelsford for the fastest heat race of the day.

The first Amateur heat was taken by Don Castro who came from far back after a bad start to overtake Ken Pressgrove. The second Amateur was a runaway win for Dave Aldana over Oklahoma's perennial Amateur, Danny Ware, and Charlie Chappel.

The third Amateur heat went to Mike Mumford over Gordon Dusenberry and Robin Martin.

The Expert Semi was taken by Al Vrich (16J).

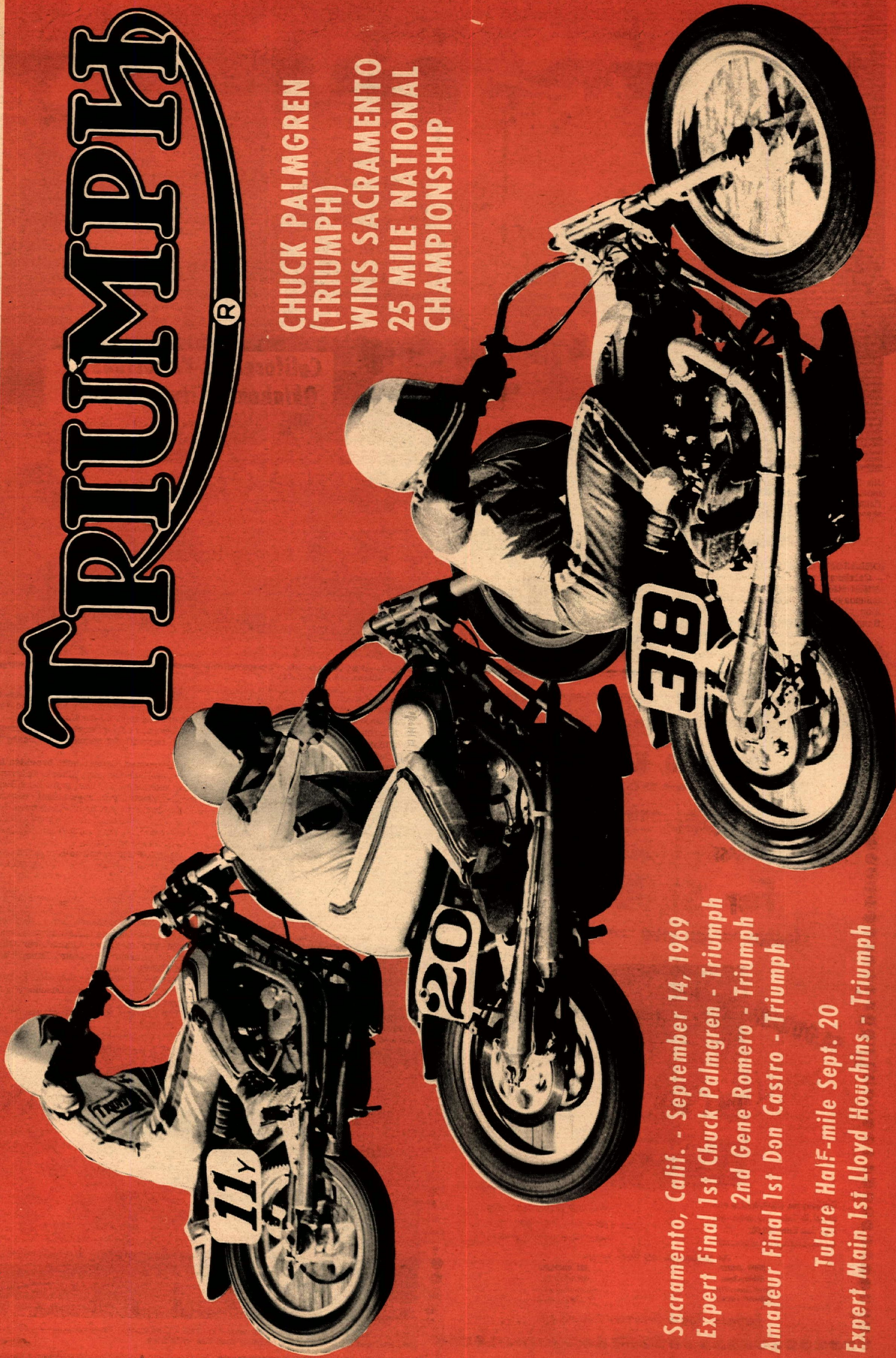
(Results on page 17)



Dick (2) Mann and Gene (20) Romero sneak up behind Dan Haaby. Gene came on strong after a bad start and finished third almost in a dead heat with Dick.

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CHUCK PALMGREN
(TRIUMPH)
WINS SACRAMENTO
25 MILE NATIONAL
CHAMPIONSHIP



Sacramento, Calif. - September 14, 1969
Expert Final 1st Chuck Palmgren - Triumph
2nd Gene Romero - Triumph
Amateur Final 1st Don Castro - Triumph

Tulare Half-mile Sept. 20
Expert Main 1st Lloyd Houchins - Triumph

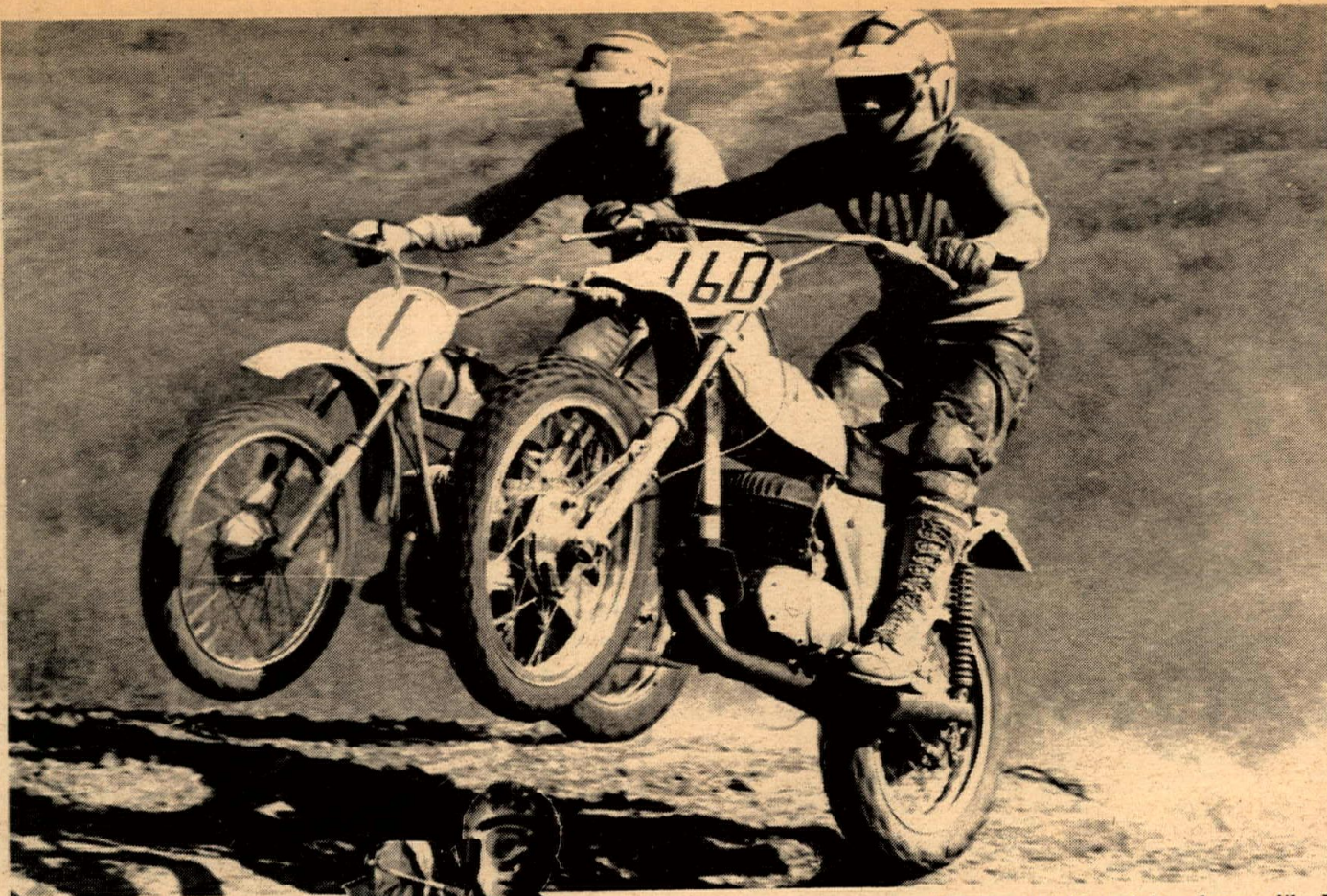
O'Neal Takes Lead In CMC Motocross

By John Shedd

ORANGE, CAL., Sept. 28, 1969 — At the end of the third race in the CMC series Patrick John DeBenedetti and Bill Urban were tied for the series lead, with each having 18 points or three wins. Jim O'Neal was two points behind the leaders with two wins and a third. DeBenedetti and Urban appeared to be undefeatable, but a hot dusty day at Saddleback turned the tables.

DeBenedetti leaped into the lead of the first 500cc Junior moto and led it until the last lap. He slid out and dropped back to third, and then, being a bit anxious, he completely lost it coming over a jump. It was a nasty spill, but he was unhurt and climbed back on and finished in the back of the pack. He failed to finish the second moto, and was unable to do anything in the 250cc class so he finished the day without gaining any points.

Bill Urban's problems started the night before the race when he dropped his gear box getting in a little last minute practice. He was unable to repair it in time, and the borrowed machine he used didn't have the power to do the job. Bill failed to finish well enough to pick up any points, so his score re-



TOP: Time (160) Hart and Dave (1) Smith find a place wide enough for two line traffic going over one of the Saddleback humpbacks. We hope the landing area is as wide. Tim and Dave riding a Montesa and an American Eagle respectively finished second and third behind the Greeves of Jim Wilson in the 500 Senior show. BOTTOM: The attire may be a little ragged but the riding form is stylish. Even a bare midriff isn't fooling enough on a hot motocross course.

mained at 18 points along with DeBenedetti.

Jim O'Neal went into the fourth event of the CMC series two points behind Urban and DeBenedetti, but his 500cc Junior win put him out in front by four points. O'Neal and DeBenedetti both compete in the same class so the last two events of the series should produce hard fought battles.

The 250cc Junior class raced for money at this event. Top riders from the three divisions moved into a fourth moto to decide who would get the cash, and Bultaco rider L. Pfutzenreuter carried home first place prize money.

The 250cc Senior class seemed to be up for grabs with Jim Wilson, Tim Hart and Bill Silverthorn each taking a win. Wilson came out on top with a pair of seconds to go along with his win. Silverthorn and Hart each led their moto all the way with Wilson a close second each time. In the final leg Hart was leading but Wilson was able to get by this time to win it.

The 500cc Senior class looked like a rerun of the 250 Senior class with England's Dave Smith swapping places with Silverthorn. Most of the action was in the first three places, and Hart and Wilson were at it every inch of the way. Wilson picked off the win with a second and two firsts. Hart was second overall followed by Smith, Tom Leadbitter and John De Soto.

The next event of the series will be held back at Carlsbad. Don't miss it, because you can be sure O'Neal, DeBenedetti and Urban won't.

(Results on page 17)

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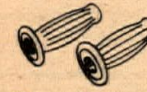
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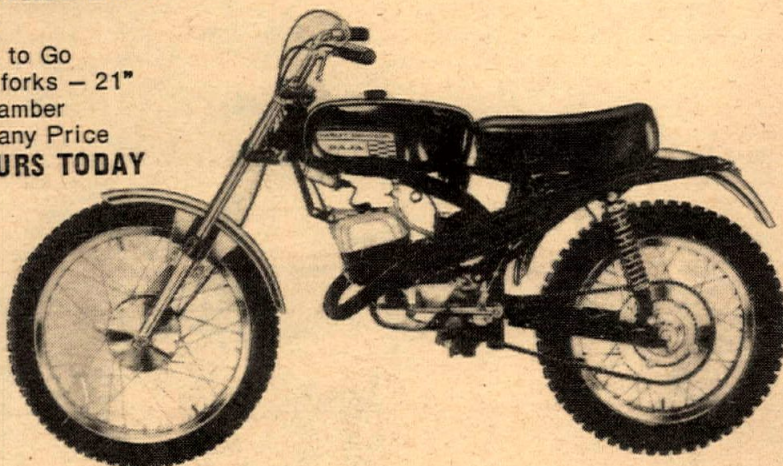
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9:15-9:30-250,500Prac.

125cc Race: 10 a.m. 250-500 Race: 1:30 p.m.

12-1:15 - Spec. Effects Filming, Rock Band and Movie Stars Gates Open 8a.m.

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Bay Mare Closed-Oct. 15-25 for Prep of Course and Filming

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RIDER No. 2

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J.N. ROBERTS
COMES OUT OF
RETIREMENT



A string of riders hit the steep up hill near the start of the Desert Foxes European Scrambles. Both the courses were four miles long. In the 500 and Open Expert race J.N. Roberts booted his Husky home first while many of the front runners dropped out on the first lap.

Photos and Story by Dick Wright

ROSAMOND, CALIF., Sept. 28, 1969 - Starting with a roar the combined 500 and Open Amateur-Expert race got under way at Rosamond's European Scrambles last Sunday. Husky rider Howard Utsey #25 led Larry Bergquist #888 on a Bultaco in the beginning. Tom Poteet held third on another Bultaco.

But something wild must have happened on the back side of the course because almost all the leaders dropped out of the race on the first lap, while the ace of the desert, J.N. Roberts #7 on a Husky, raced ahead to the lead, and Rick Shirey #158 on a Bultaco moved up from fifth to second spot. Roberts stayed ahead on the third lap, but Shirey had engine trouble.

By then it was anybody's guess who would take second. The rough course was taking its toll of riders; Utsey, Bergquist, Poteet were already out. But Roberts finally took the checkered flag, and Mikey Freeney #761 on a Greeves placed second after dicing wheel to wheel with the desert Fox Jack Byers #4 on a beautiful B.S.A. Rickman. Doyle Fields #9 was next on his Sonic Weld Triumph, followed by Duffy Hambleton #30 on his Husky.

First Amateur went to Steve Brown #566 on a Husky trailed by Dave Lewis #48 on a Greeves and Amateur Whitey Gregory #164 on a Maico.

The 100cc went off first on the Expert course. Mark Rader #28 had the lead at the end of the long straightaway, with Jack Morgan #1 and Terry Clark #6 right behind him. All three were on Hodakas.

Clark came through the pits in the lead on the second lap with Morgan second and Rader third. But Lady Luck was

not with the young charger Clark. He got a flat tire, and Morgan took over the lead on the fourth lap, with Rader second. But eventually Morgan ran into mechanical trouble, and on the last lap, Rader took the win. Hot Amateur Ken Buckspan #244 on a SS Hodaka came in second, and Wes Anderson Jr. #2 on a Harley Davidson finished third.

The combined 125cc and 250cc Amateur-Expert race was up next. Wild and wooly Larry Mulock #567 on a Yamaha had the lead at the first turn, while the hard charging Tom Poteet #34x on a Bultaco held second. Poteet had the lead next lap around. Phil Bowers #6 had moved up to second, and Wes Anderson Jr., #714my fresh off his 100cc ride, moved up to third on his Barry Eisenberg turned Yamaha.

Poteet still had the lead half way through the race, but young Anderson moved past Bowers in the tight section and took over second spot. They finished in that order: Poteet first, Anderson second taking first Amateur, and Tom Muto #5x third. Larry Mulock pulled in fourth after having trouble with a bush. Gene Cannady #182mx had a great ride bringing his 125cc Sachs into fifth spot. All this time the Novices were having a ball lapping and passing and stirring up the dust. But despite the dust, Layman Gaddis stood out, winning the 500cc class on his Husky.

Sunday's races were held under ideal conditions on the two courses at the Desert Foxes M.C. European Scrambles. Both courses were four miles long. The Novice course was a fast fifth gear go with an occasional ditch to slow the boys down. The Amateur-Expert course had a long straightaway at the start then choppy trails, a rough sandwash and pits.

(Results on page 17)



Allen (71) Pepple blasts down the long straight in the 100 Am/Ex. race. Allen put his Hodaka fourth behind Mark Rader, Ken Buckspan and Wes Anderson Jr.



LEFT: During the run-off heat for the 100cc class Bob (742) Hosford, Joe (545) Monohan and Jim (A) Holt mixed it up for lap after lap. RIGHT: Wayne Clarke sweeps past the scenic backdrop on his way to wins in the Open class and the Sweepstakes.



By Bill Harmer
TIJUANA, MEXICO, Sept. 21, 1969 — Wayne Clarke of El Cajon, California, riding a Kawasaki motorcycle, won the open class and sweepstakes finale to dominate the TT program of the Tijuana Motorcycle Association (AMT) at the Autodromo de Tijuana, Sunday, Sept. 21. After being involved in a first moto pile up that allowed the entire field to pass him, Clarke came back in the next two motos and displayed the kind of riding skill that has earned him the number two spot in District 38 point standings to post a decisive win. In the flat track sweepstakes, he started a full 100 yards

Clarke Takes T-Town TT

behind the front starter and skillfully threaded through all the traffic to win by more than 50 yards over second place finisher, Bultaco mounted Bill Hosford of Gardena, California. Jim Casey of Imperial Beach won second spot in the open class on a 120cc Kawasaki ahead of Triumph pilot Pat Murphy of Carson, Cal. Murphy had the speed and horsepower to be the winner but had a couple of spills that set him back to third. The contest that pleased the Mexican crowd was the 250cc event which saw the local Tijuana favorite, Javier Tiznado, make a strong bid for the win on his Kawasaki, only to be turned back by

Yamaha mounted Bill Ray of San Diego. Wayne Clarke who withdrew from the race after the second moto because he was the only rider of Expert status in the field and didn't consider it a fair contest, still collected enough points for third position. A hard riding young Novice, Yamaha mounted Orville Ellingworth of Chula Vista, was awarded the position.

Bultaco mounted Bill Hosford of Gardena, California, captured the honors in the 200cc event, and Jim Casey of Imperial Beach, riding a Kawasaki, took a spectacular second. Mike Stephenson of Chula Vista, who lost second gear on his

Sachs during practice, overcame the handicap enough to take third place.

The 100cc series ended in the impossible: a 3 way tie between Kawasaki pilot Jim Holt of Imperial Beach, Joe Monohan of Whittier, and Bob Hosford of Gardena, both on Yamahas. Hosford took an early lead in the runoff heat but dropped his scooter on the switchback allowing Holt and Monohan to finish first and second.

Tijuana enjoyed a good turnout of riders and spectators in spite of "Operation Intercept" which was put into effect and piled up traffic at the border. All cars, trucks, motorcycles and even foot passengers were stopped and thoroughly searched upon their return to the United States during our Government's crack down on narcotic smugglers.

(Results on page 16)

Scrambles Liven Up Rock Springs

By Gary Ferrero

ROCK SPRINGS, WYO., Sept. 7, 1969 — Rock Springs, fourth largest city in Wyoming, is dead, utterly dead except for five times a year when the Rock Springs Motorcycle Association stage their TT races. Racers from all over the Intermountain area travel to Rock Springs to ride one of the best tracks in the area.

Local riders pretty much dominated the 500 B Class as Joe Goich of Rock Springs took first, Ned Shelley, Casper, second, John Larrabaster, Rock Springs, third and Mac McCully, Rock Springs took fourth.

Dick Savala, who last year won 11 out of 13 races on a 250 Suzuki, found the going a little tougher in the 500 A Class on a BSA Victor. Dick finally managed to win it as Craig Smith, Ogden, took second and Jim Fries, Rock Springs

took third.

Dick Savala also won the Open Class Sweepstakes and Weldon Chivers took the 175 Class Sweepstakes.

Local favorites Brian Logan and Cliff Harper, both riding Suzukis, found the going a little rough in the 100A division. T.J. McNeile from Vernal, Utah really got out and rode his little Hodaka.

In the 125 race Rich Hack and Steve Powell really got out and put on a show for the crowd. Powell wound up winning on points.

The 175 A Class put on its usual fantastic display. Weldon Chivers, Rock Springs, and Tom Booth, Casper, saw-sawed back and forth, but Chivers finally took the win with Booth second, and Ray Markely of Vernal was third.

Bill Gatti and Gary Ferrero have been riding against each other for three

years, but this is their first year in the 250 B class. Gatti won this last meeting, so the series ended up 4-0 in favor of Gatti.

On the Rock Springs track, 250 A is really the fastest class. 500 A comes close, but 250 is usually just a hair faster. In the 250 A Class, a real battle was brewing. Al Caudell, Rock Springs, Ken Weskamp, Rock Springs, Tom Booth, Casper, and Sandy Harris, Grand Junction, Colorado, who is Colorado State Champion were all running about the same in practice.

Al Caudell was first, Tom Booth was second, and Sandy Harris was third. Harris's third place finish, even though he is Colorado State Champion, really shows the caliber of riders that appear at Rock Springs.

(Results on page 16)

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2nd Bob Fortier — Sachs
3rd Tom David — Sachs
125cc Junior Class (div. I)
1st Dean York — Sachs
2nd Allan Leach — Sachs

Golden Eagles Motocross — 9/14
100cc Class
1st Darrell Davis — Sachs
125cc Class
1st Mike Johnson — Sachs

I.S.D.T. — Sept. 15 — 20
GOLD METAL WINNER
Bill Uhl — Sachs
Silver Metals
Preston Petty — Sachs
Herb Uhl — Sachs
Al Baker — Sachs

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SACHS

South Hostile To Touring Motorcyclists?

By Darryl Skrabak

"Easy Rider" is a great film and ought to be seen by everybody, including motorcycle riders. It is an especially good film to see if you are riding a motorcycle down to New Orleans; which is what Judy and I have just done. It makes you a little cautious. Judy and I have no desire to be shot off our bike like Fonda and Hopper.

Is "Easy Rider" an apt impression of the South for motorcyclists? For us it has been. Judy and I have met some friendly people, but we have still ridden with a sense of danger. A feeling that we were in hostile territory never left.

I can't directly explain this feeling. I think part of it occurs because we are on a motorcycle; part is because of the way we look, and that is partly due to our style of living on the road, which is camping. You can't be overly clean and neat when you camp. And of course, being travelers makes us outsiders to begin with. But it is more than that. A few illustrations may begin to show what I mean.

On back roads in the South, many of the gas stations are grocery stores with gas pumps out front. A number of people seem to hang out at these places.

When Judy and I pull in for gas, one person will come out, sometimes without great dispatch. The gas goes in without much conversation. Meanwhile, the people who hang out gather in the grocery store window to watch.

This scene is ominous.

Judy is the saviour of such situations. She has a sweet, innocent smile, and when she sees the people in the window she smiles it at them, and waves. They are almost compelled to smile and wave back.

In Natchez, Miss., however, the men in the window didn't wave. They just glared back stonily.

But not all the souls in Natchez were so somber. Judy also smiled and waved at a three-wheel motorcycle policeman when we first rode into town (she is incorrigible in this smiling and waving.) The cop roared after us, and at the next stoplight we were yelling greetings back and forth. I asked him where we could find a good coffee shop. "Follow me," he said, and he took us several city blocks to a good place.

In Missouri some parts of the state government are just plain against motorcycles. Looking for a campsite one afternoon, Judy and I went into a



Darryl Skrabak and Judy Tamarin continue their trip to the East Coast. New Orleans architecture proved to be one of the few high points of the Southern portion of the journey.

Missouri state park. A sign announced, "Motorcycles Prohibited in this Area." I have learned to ignore such signs, so we rode right in and selected a campsite.

Soon a young park worker approached us. "Sir," he said, "you can't stay here. There's a rule against motorcycles."

I said I didn't believe it. The park worker agreed to check with his boss.

On his return the worker said the rule had been changed, and we could stay, but only on condition that we didn't ride the motorcycle. We could ride into camp — once, and we could ride out — once. If we wanted to take a separate trip to the nearby store we would have to walk.

Later we talked with a more senior park official. He told us that all Missouri parks had the anti-motorcycle rule, a result of some outlaw trouble about five years ago. Even so, I said, the rule probably was illegal and wouldn't stand up in court. He said the rule had stood a long time unchallenged (where the hell is the AMA in all this?).

All through the South we have helped to bring about a new dance step, which I call the Kansas City Dance, because it started in Kansas City. I admit Kansas City isn't normally considered to be in the South, but it is where we headed towards the South.

The dance occurs when we ride by. People on the streets will stop their conversations or their walking, and turn to face us. Then they will do a little semi-circular shuffle as we got past,

facing us all the while.

It is a neat dance, and ought to be the rage if somebody will put out a tune for it.

In Little Rock we came to grief with that denizen of the road, the gas station man. We wanted to look up some people so we needed a map and directions.

We stopped at several stations. None had a map to give us. The station men had no idea where the streets that we wanted were. Either these people are extraordinarily dumb, I thought, or there is something else about them.

At last we came to a motorcycle shop. It was near the end of the day and the owner wanted to close, but he had time to show us a map and provide good directions.

These illustrations are only samples of the story, but maybe they will give an idea of the South. Perhaps the impression we got is summoned up by too many stony looks, and too much blank open-mouth rubbernecking from passengers of cars which roar by.

It would not be fair, however, to say all the South is cold. When we parked the bike in a town of any size, there were always a few humorous persons who walked by, then did a double-take at our California license plate.

"Y'all come on that thing all the way from California?" they would exclaim. "Why, isn't that, uh, kind of hard?"

They seemed to think we had ridden out in a day or so.

Point Race Goes Down To Wire At Rainier Sportsman Club

By Leanna Cram

RAINIER, WASH. Sept. 21, 1969 — Excitement ran high at the final race of the year for the Rainier Sportsman Club. Jim Grace was far enough ahead in the Open class points race that he had the high point trophy in the bag, but the winner's circle in the other classes was not yet filled.

In the 250 class, Rich Durwood and Tom Cram were tied for first and Dale Pace was a scant 15 points behind. The points lead has been shuffled between these three at every race this year. It was possible to have a three way tie for the season at the end of the evening.

Off the grid it was Cram on the pole, Pace third, and Dale Durwood making his bid on the outside. Dale blew his chances when he went down on the fourth lap and was unable to regain his position. Now it was up to Cram and Pace. Pace could win the season tally by taking a third and holding Cram to fourth place. Cram would have none of it and although Dale Pace won the final race Tom Cram took home the season trophy by virtue of a third place finish behind John Kaelin.

Rick Spencer won both the 125 A Main and the high point trophy for that class. In the 200 class Brad Mills took a third in his heat and transferred to the A and B combined Main where he took another third and garnered the highpoint honors.

The Open class also had a combined Main. Jack Clark was the winner for the evening followed by Gene Cram and Jim Grace.

The Sweepstakes race brought the cream of the crop together on one starting line. The point leaders in each class made up the field which used a handicap start with the 125s in front and each bigger class one row back. Gene Cram came from the last row to win on his Triumph, but 200cc Kawasaki rider Brad Mills held his starting line advantage to take second place. Rick Spencer on a 125 Kawa and Dale Pace on his 250 were third and fourth. Mills, Spencer and Pace all fell down during the race but got back up on their wheels to finish.

The Rainier club has had a good year racing motorcycles and looks forward to next year when possible AMA affiliation will allow more riders to participate. (Results on page 16)

Beehive State Motocross

By Allan Lockheed Jr.

SALT LAKE CITY, UTAH, Sept. 21, 1969 — Continental Motocross Association Salt Lake City had its second event at the new location in Draper, Utah and both spectators and competitors agreed that the one mile plus course was the best yet.

Young riders did very well. The most spectacular young man was 14 year old Pete Crandall who won the 250cc A class.

(Continued on Page 19)



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Porterville Spinners Run Hot And Close



First and second finishers Steve (26) Snider and Carl (267) Nelson track around the inside groove while the rest of the pack fills up all the other possible paths around the first turn of the 250 Ex/Am. Main at the Porterville Spinner's scrambles. Falling right in line is third placer Chet (200) Burt.

By Jack Light

PORTERVILLE, CAL., Sept. 14, 1969 — Known as "The Gateway To The Sequoias", Porterville, Calif. is also the gateway to some of the finest T.T. Scrambles races anywhere. Hot...dusty...rough...fast...close...fierce...spectacular...fun best describe this day's activities.

The Porterville Spinners M.C. spent many hours laying out their new track, much larger and much faster than their previous course. The long, slightly curved straight resembles a mile, or at least a half-mile track, and the speeds possible are unbelievable. The Spinners go all out to put on a successful program, even to the point of providing shade for many of the spectators and riders on the pre-grid. A job well done.

The combined 250 Expert and Amateur had to be the event of the day. A large field hit the first turn in almost perfect unison, some choosing the inside, some the middle, and some the outside, if not by choice, certainly by necessity. When the crowd thinned out after the second lap or so, Steve Snider, Carl Nelson, and Chet Burt poured on the fuel to lead the pack in this order. When the dust settled,

Steve and his Bul ached out Nelson riding a CZ, with Chet's Bul a close third.

The big bikes were next on the line, with all classes combined: Novice, Amateur, and Open. The fact that the riders were a little short in numbers took nothing away from the quality of those present. Coming out of the straight, Novice Ed Williams ran into trouble when he missed a gear and chose to make a controlled crash, rather than hit the fence or sign board. Ed looked like a hydro-plane speed boat, sending up a spray and rooster-tail of dust and dirt. Without even taking time to shake off the dirt, he was up and back out there in the thick of racing.

Amateur Louie Wood looked "Expert" on his Triumph, taking first in his class and third overall. Alan Haydon, BSA, came in second Amateur and fourth overall.

The two Experts put on the best race. Even with only two riders, the closeness was something to witness. Don McKay pushed the eventual winner, Darrell McCaulley, all the way. Don looked like a Virginia coal miner when the race ended with the dirt and grime thrown

from Darrell's BSA covering his face. This was one of the closest, hardest fought motorcycle races that this writer has had the opportunity to watch.

The ever pleasing lightweights were first up. The combined Novice and Amateur 90cc found Bridgestone and Darrell Smith besting Kirby Shropshire and his Kawasaki by a small margin, with Kyle Lessley earning a third spot on his Kawasaki. One of the tightest duels of the afternoon (and there were many) was the dice of Jack Jones and Steve Baker. These riders traded first position time and again during their race. Close all the way, they battled to the last. But Jack and his Suzuki crossed first, with Steve twisting the throttle of the Hodaka almost off the bars, trying to close the gap. Richard Villanueva tooled his Kawasaki for third.

In the combined 125 Amateur-Expert main, Ron Tobey, newly crowned District 35 Lightweight Champion (winning this honor last night in Chowchilla over the best in the district), showed his com-

petition and spectators the style and skill all champions must have to reach this goal. Ron, riding out of Earl Wip's Shafter Yamaha, looked sharp on the well prepared Yamaha maintained and tuned by Ron's Dad, Harold Tobey. Leon Cotton, another fine rider (one who never lets up on the track) let it be known he was out to win this one. Ron knew he was not alone, especially with Leon fresh from victory in the heat, pushing all the way. The other riders: Al Nystrom (Yamaha), Ronald Qutoriano (Harley), and Howard Cassidy (also riding a Yamaha) helped make this 125 go-around an exciting race.

Jim Conway, Bultaco mounted, and Rick Reed also riding a Bul, with Randy Matthews and his Bridgestone put on a real crowd pleaser in the 175-200 Amateur. These guys never let much daylight between each other all during the race. It was anyone's victory until the last few yards. Finally Jim crossed first, Rick and Randy, second and third.

(Results on page 16)

Kern County Motocross Course Repaired

By Jack Ogle

The Kern County Trail Blazers M.C. advertised a new and challenging motocross circuit this past winter, and indeed it was until mother nature opened the flood gates for one of the heaviest rain and snowfalls in history. The "almost always dry" Poso Creek channel, which crosses the Trail Blazer property, became a raging torrent and ruined any chance for motocross racing.

The stream has been dry now since August, and the club has spent many hours removing flood debris. A bull-

dozer was brought in to re-build the many humps, holes, and hoop-te-doo's. Probably the most unique feature of Poso Park is the recently constructed Trail Blazer "motorcycles only" bridge which spans the creek. For the first time in history, motocross racers will ride both under and over one another. The bridge is obviously quite safe, as it is built of massive utility poles supporting a deck of heavy 2"x12" lumber. It is about 50 feet long and 28 feet wide. Southland riders, being accustomed to the badly rutted, hard packed and rock strewn local courses will either exhalt or sink to their hubs in the abundant sand on the course. There are no rocks!

Poso Park is located eighteen miles north of Bakersfield on Freeway 99, then east across railroad tracks about 1000 feet on an extension of Hwy. 46.

The complete track is currently covered with a maze of aluminum irrigation lines to provide riders with a dust free traction ride-for a change! Care will be taken to prevent excessive mud conditions on this 3/4 mile course.

There is an excellent, albeit somewhat expensive, restaurant-motel combo and three service stations located at the Hwy. 99-46 interchange which is generally known as Famoso.

The first event on this all-new raceway is slated for Oct. 5th. Those interested may check calendar of events for additional information.

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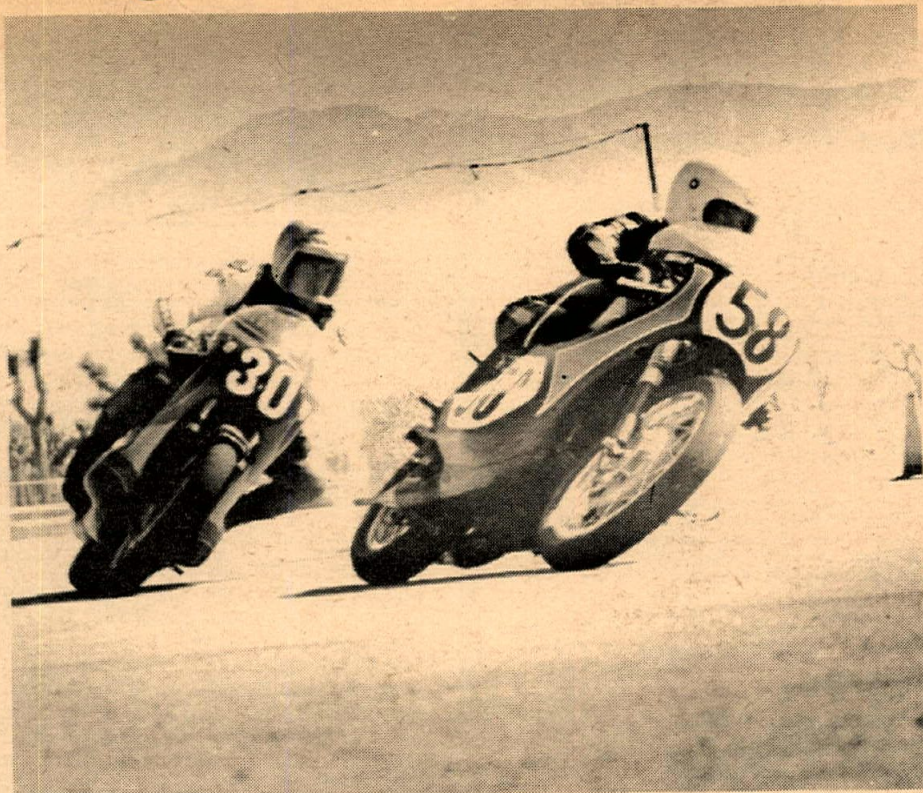
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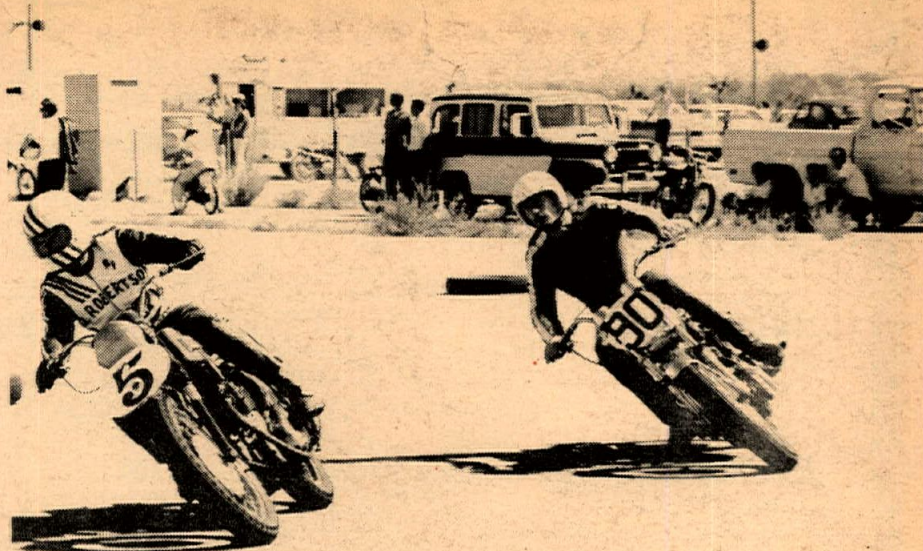
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Pagan And Emde Inherit Wins At Anzac Opener



Jody Nicholas leads Don Emde in the 350 GP race at the Anzac opener. The pair screamed through the hay bales in tandem until Jody's Yamaha packed up. Don went on to win followed by Steve McLaughlin.



George (90) Kerker pours the cobs to his Commando to pull within striking distance of Roland Pagan's Trident. George led the Open GP and Production races before a broken oil line and a crash put him out of the picture. Roland captured both classes.

Photos and Story by Terry Pratt

PALMDALE, CAL. Sept. 28 - Southern California has a brand new road race course. The ACA premiered its new ANZAC track with a day of Production and GP racing highlighted by tooth and nail dices in several races.

Roland Pagan figured out the maze of haybales and pennant ropes right away and won both the GP and Production Open classes.

Unlike too many road courses improvised out of a drag strip and a parking lot, the Anzac course has enough esses, sweepers and general chicanery to be a valid test of a winner. There was another trial Roland faced on his road to glory: George Kerker's Norton.

If it wasn't for bad luck George wouldn't have any luck at all. Leaving the key turned off comes under a heading different than luck but that's what left Kerker dead last at the start of the Open GP race. George worked his way through the flock and was leading until the rocker box oiler became the rear tire oiler. The Norton was almost down and definitely out. That put Pagan back in the lead at the finish followed by Mike Wozniak at a distance with his Norton.

The same cast came back on stage in the Open Production act. This time George was going away and the race was between Roland and Mike for second place. Wozniak had it for a while but Pagan out foxed him in traffic so after George was crashed out of the lead while lapping the back of the field Roland and Mike finished 1-2 again.

One of the most thrilling events of the day was the 350 GP fracas between Jody Nicholas, Don Emde and Steve McLaughlin. Don stayed in Jody's slipstream for the opening laps before Nicholas started to pull away. Jody lost his rear brakes on lap three and subsequently retired with the Yamaha emitting ominous sounds from the rolling parts. Don went on to win with Steve McLaughlin waiting in the wings for his chance that never came.

Dave Damron was busy all day winning the 500 and 200 Production categories on Suzukis and using Ocelot Specials for the 200 and 250 GP divisions. Bob Barker won the 200 GP and Ron took the 250 GP looking smooth as silk. The 200 Production crown fell to Roger Wood on a Bridgestone and Steve McLaughlin won the 175 on an American Eagle. (Results on page 16)

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Open Class A Main
1st Mike Ellis - Norton

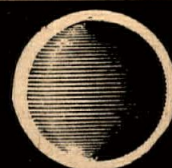
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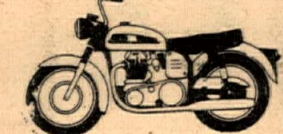
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Green Platers

By Elaine Jones

PERRIS, Sept. 20, 1969 - "Like Father, like Son" is the story of this unique racing team. Randy Hayes is the ripe old age of eleven and his seventy-five pounds is packaged in a neat four feet eight inches. When mounted on his Yamaha 80 he makes it look like a 350. When he was six he was the proud owner and master of a Ducati 50. Although he has only been racing four weeks and has been on a track three times he knows exactly where he's going and how he's going to get there.

Randy's Dad, Jim is the owner of a 650 Triumph Randy hopes to comander in the near future. Until that time Dad is going to get all the racing out of it he can. Jim has been a cycle buff since he was thirteen and he is now a salesman for Skip Fordyce in Riverside. He has just started TT racing and for him it will be just a hobby. Mrs. Hayes and daughter are the cheering section for this fearsome twosome and she has the outlook that if you can't beat them join them. We welcome these new Green Platers to our ranks.

Lance Bailey showed me how much he digs this sport when I sought him out with a rider who needed a condenser for his Sprint. When asked how much he wanted for it Lance told him nothing, just get it on his bike and go. Lance, you're my kind of people.

You can't get much newer than Don Gordon. Saturday night he really made a debut. With no previous racing experience whatsoever, he came out to Perris with a new 250cc Triumph and rode. This kid had never even been on a track let alone with other riders. At fifteen he has taken on a big task jumping into the well populated 250cc class with riders who have worked their way up through the 100cc ranks. Dan doesn't seem worried as he is well aware of his mistakes and what he has to do to correct them. I think Dad was proud enough to burst and Mom was just as excited.

Ken Conover, owner of C & H has been having mini-bike races the first Saturday of every month at Lion's Head in Riverside. It is his way of helping young kids enjoy their bikes and learn while doing it. Trophies and prizes are awarded and a good time is had by all.

Anyone wishing more information can call C & H in Riverside.

Bruce Yoakam has to be the perserverance champ as he is always in there but until Saturday night never seemed able to make it. Something always happened to either him or his bike. Bruce earned his win and it was a popular one.

Another much improved rider of late is Bob Greenstreet who is finding out that leading the pack for all three laps can be fun. It's a lot cleaner tool!

Jim Kline has been sidelined with a wrenched knee and he was really finding his slot in the 250cc class. Get well soon.

Then we have John M. and I'll bet Gerry Burton is still trying to figure that one out. Here's the picture: the starting line of the 500cc Novice class. The flag is dropped, the riders are off and Gerry looks up to see a Maico go by with two riders, smiling and waving at him. After a couple of COMPOZ he mulls over a number of choices: the rider was lonesome, he needed extra weight to hold the back end down or he was trying to earn his way through college by giving rides to spectators.

(Results on page 16)

Carlsbad Raceway

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Point Road Race**

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Byers Big Winner At Southbay

By Bill Harmer

CHULA VISTA, CAL. Sept. 28, 1969—By winning the 100cc Expert, 250cc Expert and the Lucky Yamaha Sweepstakes at the Mesa Motorcycle Club TT Scrambles, Carl Byers of San Diego collected the lion's share of honors here today. Although pressed by Hodaka mounted Sal Peluso and Jim McGuire, Byers had very little difficulty in tooling his little Hodaka home first in all three motos of the 100cc series. In the 250cc event the story was a little different. Yamaha pilot, Dick Mills, threatened Byers who was on the Jon Knapp tuned Lucky Yamaha, to finish a close second in the first moto. Byers tangled with his team mate, Wayne Clarke in the second moto and after spilling, got up to finish seventh while Mills was again capturing second. In the final moto, Byers finished first and Mills took third. The final point tally was Byers 871 and Mills 825 for the closest contest of the afternoon. Yamaha mounted Kevin Stafford was awarded third.

A visiting District 37 Triumph pilot, Terry Dorsch, of Sunland, Calif. who is well known for his Adelanto conquests, narrowly turned back the local favorite Wayne Hosaka, to capture the Open Expert fracas. Norton mounted Jim Harmon turned in another of his stellar performances to annex third position.

A close contest developed between Bultaco mounted Mike Little and Kawasaki rider Bob Darnell in the 200cc hassle with Little shading Darnell to capture top honors. Ossa mounted John Cornett was third.



Terry (2) Dorsch jumped into his favorite position and was not going to be bumped out of it despite the efforts of Wayne (55) Hosaka.

Fans were treated once again with the presence of the fabulous little 125cc Twin Yamaha out of Don Vesco's and its rider Jim Chitwood who easily captured the 125cc Expert Event. Ray Vanderpool, who won top honors in the class at Orange County Raceway this season, riding Budd Willis' Bultaco, was second.

One of the fastest improving Novice riders of 1969 is young Steve Sharp who battled it out with Russ Burch in the Open Novice series of motos. In the final moto with the top point honors depending on the finish between Sharp and Burch, Burch let the pressure of Sharp's close tailing drive him over the ragged edge allowing Sharp to go ahead for the win.

In the 100cc Novice Main, Hodaka mounted Butch Montgomery led a talented group of Freshmen past the checkers. Young Jeff Hosaka rode impressively to

the second spot ahead of Kawasaki mounted Jim Brockman. These boys are the Experts of tomorrow and the way they ride, they could place pretty high among Expert riders of today.

Debbie Reon got her Hodaka back into the Powder Puff Winner's circle and Hodaka mounted Kathy Collie, Expert Larry's little sister, surprised everyone by beating out Kawasaki riding Lori Fuller for second position.

Jim Chitwood on the 125cc Yamaha Twin started 50 yards out in front and Carl Byers was not able to catch him until the last 50 feet of the third and final lap in a photo finish that proved Byers the winner. In the "Reverse" Handicap the racers ran clockwise around the course. In this event the right hand sweeps proved too much and Chitwood turned back Byers by a wheel width.

As usual the Mesa Club put on an enjoyable TT program on a course that was beautifully prepared. The races were expedited with a minimum of delay and the contestants had their trucks loaded and were on their way home while the

sun was still at a respectable height. The next TT Scrambles in District 38 will be at the same Speedway and will be sponsored by the same club on October 19th. See you there.

(Results on page 17)

Lacher Repeats, Randy Smith Completes Big Night For Harley At Ascot Park

By Dewitt Thuett
Photos by Eric Raits

GARDENA, CAL. Sept. 26, 1969 — Mel Lacher set the stage for the biggest race of the Ascot season next Saturday night — the annual Ascot National. Mel swept the field in the Expert class to now rank as one of the prime favorites in the 20 lap national championship race; a race

qualifying for the dash in time trials. Sammy Tanner, on a Royal Enfield 750 twin for the first time, was third with Shorty Seabourne in for fourth.

Lacher was off to another of his perfect flying starts in the final, again leaving the field to battle for second. Seabourne, Lloyd Houchins and Alex Chincowski duelled it out right down to the wire

lightweight main. Little John came from fifth, caught Edwards, passed him on the outside, and went on for his third straight main event victory.

Don Emde was a close third with Chuck Hart in fourth.

Last Friday night was the final half mile until the first weekend in November. The Friday nights, all of them in October, now switch to TT racing for Novice, Amateur and Experts.

(Results on page 17)



Randy (31) Smith slips inside Mike Spencer on his way to his first Ascot Amateur win.

he has never yet been able to win. It was the fourth straight main event win for the San Diego H-D rider who is the Ascot Expert point champion for the second year in a row.

Lacher now faces his biggest test this coming Saturday night when he runs up against the defending 8 mile winner Mert Lawwill and the all time dirt track winner, Bart Markel.

Lacher and Mike Anderson, a newcomer from Illinois, each won their heat races, leading from start to finish.

Lacher then grabbed off his sixth dash win in seven weeks but had to run second behind surprising Amateur Randy Smith until the final half lap. Smith came in as an alternate after Dave Smith, Paul Conserriere and Tom Rockwood all came up with mechanical troubles after

finishing in that order.

Jody Nicholas returned for the second time, came from dead last in the semi to take last transfer to the final and then finished in fifth ahead of Anderson, Ron Kruseman and Sid Carlson. Bailey ran ninth with Gene Romero again dropping out and taking tenth and last spot.

Smith continued to surprise all the fans and won the Amateur Main. This was his first Ascot feature win after two years as a Pro. He held off repeated bids by Triumph mounted Keith Mashburn who took second for the second straight week. Point leader, Terry Donaher, was third.

It looked as though Novice point champ Freddie Edwards was again back in the groove and on his way to the 250 win until John Hateley got going late in the

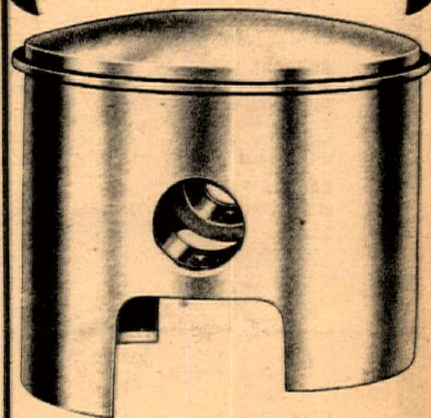


Lonely Mel Lacher all by himself going for his fourth straight win.



Fifth place wasn't good enough for John Hateley Jr., so he put on a drive that ate up the field and leader Freddy Edwards to garner a Novice Main win.

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SACTO SHORT TRACK
 Sacramento, Calif.
 Sept. 20, 1969
 By Steve Rooney

100cc NOVICE	
Jeff Davidson	M-B
Paul Carter	Kaw
Tim Culver	Kaw
D. Kniervany	Kaw
125cc NOVICE	
Al Silva	Yam
Rich Hatler	Bul
Tom Fleming	H-D
Greg Johnson	Yam
125 AMATEUR	
Chas. McGimsey	Suz
Larry Ringle	Cim
Robbie Robison	Suz
Paul Minor Sr.	Hon
200 NOVICE	
Joe Hiner	Bul
Neal Koch	Bul
Ralph Simpson	Tri
Bob Wyman	Bul
200 AMATEUR	
Bob Duncan	Kaw
R. Pierre Bares	Tri
Del Silva	Yam
Steve Norberg	Yam
200 EXPERT	
Alex Jorgenson	Kaw
Carl Cranke	Pen
John Dotson	Bul
Fred McFarland	Suz
250 NOVICE	
John Olson	Bul
Wayne Brauner	Kaw
Bud Lauderdale	Bul
Bob Noble	H-D
250 EXPERT	
Ralph Waldman	Tri
Cal Simpson Sr.	Yam
John Green	Kaw
Gary Willis	H-D
250 AMATEUR	
Bill Calicura	Duc
Paul Minor	Bul
Gale Gibb	Bul
Mike O'Brien	Bul
GIRLS	
Debbie Jackline	Kaw
Vicky McGarry	Kaw
MINI BIKES	
Eric Freid	Hon
John Minor	Hon
Mitch Davidson	Pow
Mark Schmek	Hon
Jerry Silva	Rom
Jim Blackman	Hon
John Irons	Hon
Kathy Vurrola	Hon
Mike Chaney	Hon
WHEELIE CONTEST	
Jerry Baugh	Oss

TT SCRAMBLES
 Rock Springs, Wyo.
 Sept. 7, 1969
 By Gary Ferrero

100 A	
T.J. McNeile	Hod
Brian Logan	Suz
Cliff Harper	Suz
175 A	
Weldon Chivers	Bri
Tom Booth	Bul
Sandy Harris	Bul
250 A	
Al Caudell	Bul
Tom Booth	Bul
Sandy Harris	Bul
500 A	
Dick Savala	BSA
Craig Smith	Bul
Jim Fries	Mai
125 A	
Steve Powell	Yam
Rick Hack	Bul
Dale Walker	Yam
250 B	
Bill Gatti	Yam
Gary Ferrero	Bul
Rich Hack	Bul
500 B	
Joe Goich	BSA
Ned Shelley	Tri
J. Larrabaster	Mai
SWEEPSTAKES	
Dick Savala-500	BSA
Weldon Chivers-175	Bri

BILLINGS M.C.
 Billings, Mont.
 Aug. 24, 1969
 By Al Hauff

0-125	
Jim Ross	Bul
Tom Glenn	Sac
Jeff McCoy	Yam
126-250	
Dave Martin	Hus
Everett Glenn	Gre
Arney Brey	Mon
251-OPEN	
J.N. Roberts	Hus
Larry Lees	Bul
Dick Beattie	Hus

PORTERVILLE TT
 SCRAMBLES
 Porterville, Calif.
 Sept. 14, 1969
 By Jack Light

90cc NOV./AM.	
Darrell Smith	Bri
Kirby Shropshire	Kaw
Kyle Lessley	Kaw
100cc NOVICE	
Jack Jones	Suz
Steve Baker	Hod
R. Villanueva	Kaw
125cc NOVICE	
David Kunkel	Yam
Larry Thompson	Yam
Vincent Foster	Bul
125cc AMATEUR	
Al Nystrom	Yam
Ron. Quitoriano	H-D
Howard Cassidy	Yam
125cc EXPERT	
Ron Tobey	Yam
Leon Cotton	Yam
175-200cc NOVICE	
Jim Pence	Bri
Aubrey Boen	Yam
Dave Harrell	Bri
175-200cc AMATEUR	
Jim Conway	Bul
Rick Reed	Bul
Randy Matthews	Bri
250cc NOVICE	
J. Vasconcellos	Yam
James Holmes	Bul
Harvey Edwards	Yam
250cc EX./AM.	
Steve Snider	Bul
Carl Nelson	C-Z
Chet Burt	Bul
350cc to 500cc NOV.	
James Thomas	Tri
Steve Cole	BSA
Henry Conklin	BSA
360-441cc EX./AM.	
John Bass	BSA
Jim Conway	Bul
Ronnie Finch	Bul
650cc NOVICE	
Ed Williams	BSA
650cc AMATEUR	
Louie Wood	Tri
Alan Haydon	BSA
650cc OPEN EX.	
Darrell McCaulley	BSA
Don McKay	Tri

T-TOWN TT
 Tijuana, Mex.
 Sept. 21, 1969
 By Bill Harmer

100cc	
Jim Holt	Kaw
Joe Monohan	Yam
Bob Hosford	Yam
200cc	
Bill Hosford	Bul
Jim Casey	Kaw
M. Stephenson	Sac
250cc	
Bill Ray	Yam
Javier Tiznado	Kaw
O. Ellingworth	Yam
OPEN	
Wayne Clarke	Kaw
Jim Casey	Kaw
Pat Murphy	Tri
SWEEP. (Flat track)	
Wayne Clarke	Kaw
Bill Hosford	Bul
Pat Murphy	Tri

CMC NIGHT MOTO-
CROSS
 Fontana Raceway, Cal.
 Sept. 20, 1969
 By Michael Mills

125 JR.	
J. Carmello	Yam
#22	Yam
K. Kanaki	Yam
R. Guthrie	Yam
C. Daly	Sac
250 JR. DIV. II	
J. Fishback	Yam
R. Richardson	Hus
G. Spellman	Oss
R. Stanworth	Eag
D. Benson	C-Z
250 JR. DIV. I	
G. Schweers	Bul
J. Natelborg	Bul
A. Wurtzel	Oss
D. Renegar	Hus
J. Burd	Bul
500 JR.	
J. Willmon	Mai
R. Arehart	C-Z
B. Jones	Eag
W.A. Harris	Hus
C. Cotten	Eag
ALL COMERS	
J. Wilson	Gre
G. Cannady	Sac
J. Carmello	Yam

TT RACES
 Rainier Sportsman Club
 Rainier, Wash.
 September 21, 1969

125cc CLASS	
C MAIN	
Jerry Sadler	Hon
B MAIN	
Cub Nelson	Kaw
Dan Sullivan	Hod
A MAIN	
Rick Spencer	Kaw
Larry Butterfield	Kaw
Dick Stidham	Yam
200cc CLASS	
AB COMBINED	
Walt Pries	Bul
Tony Rodriguez	Oss
Brad Mills	Kaw
Joe Bridges	Bri
250cc CLASS	
C MAIN	
David Heritage	H-D
B MAIN	
James Neal	Oss
Tom Tracy	Oss
A MAIN	
Dale Pace	Kaw
John Kaelin	Hus
Tom Cram	Eag
OPEN CLASS	
AB COMBINED	
Jack Clark	BSA
Gene Cram	Tri
Jim Grace	BSA
John Kaelin	Hus
MINI-BIKE CLASS	
Randy McNevin	
Jay Goodwin	
Tom Pooge	
Ricky Camus	
SWEEPSTAKES	
Gene Cram	Tri
Brad Mills	Kaw
Rick Spencer	Kaw
Dale Pace	Kaw
HIGH POINTS	pts.
125cc CLASS	125
Rick Spencer	125
200cc CLASS	
Brad Mills	150
250cc CLASS	
Tom Cram	125
OPEN CLASS	
Jim Grace	175
MINI-BIKE	
Randy McNevin	175

SHORT TRACK
 Cycleland Speedway, Cal.
 Sept. 20, 1969
 By J. Noffsinger

100cc CLASS	
BEGINNERS	
Dan Tompkins	Kaw
SCRATCH	
John Allen	Kaw
HANDICAP	
Scott Vendley	Kaw
Dan Tompkins	Kaw
Evan Wipf	Hod
200cc CLASS	
BEGINNERS	
Dale Wondergem	Hon
Ron Alves	Hon
SCRATCH	
Joe Allen	Kaw
HANDICAP	
Dick Turner	Hon
Randy Scott	Yam
Joe Allen	Kaw
250cc CLASS	
BEGINNERS	
Larry Hogan	Kaw
SCRATCH	
Jim Crenshaw	Yam
HANDICAP	
Dick Vargas	H-D
Barry Hyatt	Hon
Pat Rooney	Yam

C.M.A. MOTOCROSS
 Salt Lake City, Utah
 Sept. 21, 1969
 By Allan Lockheed Jr.

100cc	
Tom Gould	Suz
Dee Campbell	Kaw
Ed Crosby	Yam
125cc	
Warren Spencer	Yam
John Henry	Yam
Errol Beran	Yam
250cc B	
Bill Staats	Hus
Tee Rasmusson	Yam
Wood Lawhon	Yam
250cc A	
Peter Crandall	Hus
Cotton Guio	Gre
Cal Crosby	Yam
OPEN	
Frank Myers	Hus
Ken Guio	Gre
Preston Gerber	Hus

ELSINORE TT
 SCRAMBLES
 Elsinore, Calif.
 Sept. 20, 1969

P.P.	
S. Talbot	Hon
MINI	
G. Evans	-
100 NOVICE	
R. Brass	Kaw
M. Lund	Hon
C. Smith	Kaw
T. Horton	Kaw
125 NOVICE	
S. Hyder	Yam
D. Tudor	Yam
200 NOVICE	
D. Hannon	Bul
R. Lockwood	Hon
250 NOVICE	
S. Jones	Eag
C. Smith	Yam
D. Ortega	Eag
350-500 NOVICE	
C. Parley	BSA
J. Booth	Bul
OPEN NOVICE	
M. Kemp	Tri
T. Weeks	Tri
125 EXPERT	
B. Huntsman	Sac
L. Bird	Yam
250 EXPERT	
C. Gann	Bul
S. Jones	Eag
SPEC. EXPERT	
D. Luna	BSA
B. Hardison	Kaw
SWEEPS	
L. Hardison	Kaw

HARE SCRAMBLES
 Sod Busters M.C.
 San Diego, Cal.
 Sept. 21, 1969

OPEN EXPERT	
Gene Fetty	Hus
Scott King	Hus
Niles Ussry	Hus
250 EXPERT	
John Kenyon	C-Z
Perry DePalmer	Yam
Gay Braudaway	Jus
100 EXPERT	
Bob Norgaard	Zun
Floyd Roach	Pen
Parter Friend	Hod
OPEN NOVICE	
Dennis Spivey	Hus
Frank Roberts	Mai
Dave Molitar	Hus
250 NOVICE	
Tom Wester	Hus
Mike Harper	Kaw
Tom Brown	Hus
125 NOVICE	
S. Silverthorn	Pen
Wayne Ralston	Yam
Eddie Foland	Yam
100cc NOVICE	
Ron Thomson	Hod
John Hanson	Hod
Steve Jackson	Hod
POWDER PUFF	
Marsha Metz	Hod
Carol Gooding	Hod


TOTAL POINT STAND-
INGS FOR YEAR
 Cycleland Speedway, Cal.
 Sept. 20, 1969
 By J. Noffsinger

SCRATCH	
100cc CLASS	
John Grant	M-B
John Allen	Kaw
Dennis Mayhew	Kaw
200cc CLASS	
Joe Allen	Kaw
Dick Turner	Hon
Mike Rockwell	Yam
250cc CLASS	
Mike Corcoran	Yam
Joe Henry	Oss
Jim Crenshaw	Yam
HANDICAP	
100cc CLASS	
John Allen	Kaw
John Grant	M-B
Dennis Mayhew	Kaw
200cc CLASS	
Mike Rockwell	Yam
Joe Allen	Kaw
Dick Turner	Hon
250cc CLASS	
Mike Corcoran	Yam
Barry Hyatt	Hon
Manfred Heyrend	Yam

ACA ROAD RACE
 Anzac, Cal.
 Sept. 28, 1969

GRAND PRIX CLASSES

50cc DIV. I	
Jim Evans	Suz
50cc DIV. II	
Rudy Reynosa	Vam
Don Wicks	Vam
Richard Seifried	Hon
Ed Kelly	Vam
100cc	
Don Emde	Hod
John McGillivray	Hod
James McWorthy	Bri
125cc	
Rudy Gailindo	Yam
Val Howard	Yam
Walt Garnett	Hon
Chuck Sheldon	Duc
Steve Monohan	Yam
Dick Carlson	Suz
Chief Galbraith	SPL
175cc	
Stan Smith	-
Ralph Le Clercq	Duc
Doug Clifford	Bri
Ron Dean	Hon
Al Mark	Oss
Moe Conserriere	Hon
200cc	
Bob Barker	Bri
Dave Damron	Spl
Dick Pearce	Gre
Bob King	Suz
250cc	
Ron Pierce	Yam
Dave Damron	Spl
Rudy Gailindo	Yam
Pat Hynan	Yam
Kelly Evans	Yam
Bob Bender	Yam
Greydon Maechtle	Yam
Rod Brierley	Yam
350 GP	
Don Emde	Yam
Steve McLaughlin	Yam
Ron Pierce	Yam
Alan Thompson	Hon
James McWorthy	Suz
Jon McKibben	Hon
500 GP	
Dick Kilgroe	Hon
Dave Damron	Spl
Mike McNeil	Nor
OPEN GP	
Roland Pagan	Tri
Mike Wozniak	Nor
Bruce Martin	Nor
LIGHTWEIGHT PROD.	
50cc	
Dicky Reynosa	Mon
Ed Kelly	Tar
Phil Thompson	Suz
100cc	
Pat Evans	Bri
Kelly Evans	Yam
James McWorthy	Suz
125cc	
Dick Pearce	Yam
Diana Damron	Suz
Dick Carlson	Suz
175cc	
Steve McLaughlin	Eag
Al Mark	Oss
200cc	
Roger Wood	Bri
Dave Damron	Suz
Stan Smith	Bri
HEAVYWT. PRO.	
250cc	
Geoff Mazon	Suz
Chuck Small	Duc
Tom White	Hon
Adam Pollak	Kaw
350cc	
Rick Sherer	Hon
Don Emde	Yam
Jon McKibben	Hon
Randy Dawes	Hon
Michael Dawson	Yam
Rayburn Johnson	-
Jim Damron	Suz
500cc	
Dave Damron	Suz
OPEN	
Roland Pagan	Tri
Mike Wozniak	Nor
Vincent Zine	Tri
Bruce Martin	Nor

RESULTS
MESA M.C. TT
 SCRAMBLES
 Chula Vista, Calif.
 Sept. 28, 1969
 by Bill Harmer

POWDER PUFF	
Debbie Reon	Hod
Kathy Collier	Hod
Lori Fuller	Kaw
100cc NOV.	
Butch Montgomery	Hod
Jeff Hosaka	Hod
Jim Brockman	Kaw
100cc EXPERT	
Carl Byers	Hod
Sal Peluso	Hod
Jim McGuire	Hod
125cc NOV.	
Diego Gualda	Yam
Richard Sanders	Bul
Marc Balbani	Kaw
125cc EXPERT	
Jim Chitwood	Yam
Ray Vanderpool	Bul
Jim McGuire	Sac
200cc COMBINED	
Mike Little	Bul
Bob Darnell	Kaw
John Cornett	Oss
250cc NOV.	
Karl Pfennig	Bul
John Payne	Suz
Bob Schmearsal	Yam
250cc EXPERT	
Carl Byers	Yam
Dick Mills	Yam
Kevin Stafford	Yam
OPEN NOV.	
Steve Sharp	Mat
Russ Burch	BSA
Ralph Pozest	Tri
OPEN EXPERT	
Perry Dorsch	Tri
Wayne Hosaka	Tri
Jim Harmon	Nor
LUCKY YAMAHA	
SWEEPSTAKES	
Carl Byers	Yam
Jim Chitwood	Yam
Wayne Hosaka	Tri
PISTONE'S REVERSE	
HANDICAP	
Jim Chitwood	Yam
Carl Byers	Yam

DESERT FOXES M.C.
 EUROPEAN SCRAMBLES
 Rosamond, Calif.
 Sept. 28, 1969
 By Dick Wright

100cc AM./EX.	
Mark Rader	Hod
Ken Buckspan	SS Hod
Wes Anderson Jr.	H-D
Allen Pepple	Hod
Tom Brooks	-
Cordis Brooks	-
125cc-250cc AM./EX.	
Tom Poteet	Bul
Wes Anderson Jr.	Yam
Tom Muto	Hus
Larry Mulock	Yam

SACTO RACEWAY
 Sacramento, Calif.
 Sept. 27, 1969
 by Steve Rooney

100 NOVICE	
Tim Culver	Kaw
Paul Carter	Kaw
Rollen Eskew	M-B
Dennis Knierien	Kaw
125 NOVICE	
Rich Hatler	Bul
Steve Bullard	Hon
Al Arruda	Yam
Tom Vohland	Yam
125 AMATEUR	
Kim Jorgenson	Kaw
Charles McGimsey	Suz
Ron Blackman	Hod
Larry Ringler	Cim
200 NOVICE	
Robert Wyman	Bul
Vilas Burgess	Yam
Bob Leamer	Hod
Dan Hooper	Yam
200 AMATEUR	
Mike Rooney	Tri
Del Silva	Yam
Steve Norberg	Yam
Don Gentili	Hon
200 EXPERT	
Alex Jorgenson	Kaw
Don Simmons	Bul
John Grant	H-D
John Dotson	Bul
250 NOVICE	
Bud Lauderdale	Bul
Wayne Brauner	Kaw
Jerry Spain	Kaw
Mike Bianco	Mon
250 AMATEUR	
Paul Miner Jr.	Bul
Steve Young	Suz
Pat Rooney	Yam
Jerry Baugh	Oss
250 EXPERT	
George Carter	Yam
John Green	Kaw
Cal Simpson Sr.	Yam
Jim Rodaer	Yam
MINI BIKES	
Kathy Burrola	Hon
Ricky Maile	Tac
John Irons	Hon
NON TROPHY WINNERS	
Tim Blackman	Hon
Greg Ferguson	Hon
Mark Schmek	Hon
Armond De La Rosa	Hon
TROPHY WINNERS	
Eric Freed	Hon
John Minor	Hon
Jerry Silva	Rom
TROPHY GIRLS	
Kim Owens	
Debbie Freed	
Carol Rondone	
Debbie McCough	

PERRIS TT
 Perris, Calif.
 Sept. 20, 1969
 by Elaine Jones

100 NOV. I	
Tim Beason	Kaw
100 NOV. II	
Rob Morrison	Kaw
100 NOV. III	
Richard Draudt	Suz
125 MOTO	
Bob Kline	Yam
250 NOV. I	
Larry Stapleton	Yam
Mike Myers	Yam
Dan Kegler	Bul
Jim Elliott	Yam
250 NOV. II	
Bob Greenstreet	Bul
Scott Smith	Yam
Stew Cox	Bul
Carl Meyers	Yam
250 NOV. III	
Don Walters	Yam
Hugh Long	Bul
Tim Abshier	Yam
Toby Stanford	Bul
250 AM & EX	
Bob Kline	Yam
Loyal Penn	Yam
Jay Lewis	Yam
Dennis Creason	Yam
350 - 500 NOV.	
Bruce Yoakam	Hon
Phil Wood	BSA
Mark Bailey	Hon
Chuck Tidwell	Mai
OPEN NOVICE	
Paul E. Lass	Mai
Larry Stapleton	BSA
Danny Duncan	Tri
James Hayes	Tri
AM/EX MOTO	
Mike Posey	Tri
Sandy Armstrong	Tri
Vince Graves	Mai
Andy Skeel	H-D

TT SCRAMBLES
 Hanford, Calif.
 Sept. 19, 1969
 by Jack Light

MAIN RESULTS	
90cc NOV.	
Curt Lange	Kaw
Kirby Shropshire	Kaw
Rick Villanueva	Kaw
90cc AM - EXP.	
David Mathews	Bri
Jack Jones	Suz
Steve Baker	Hod
125cc NOV.	
Vincent Foster	Bul
Richard Garcia	Kaw
Ron Pires	Yam
125cc AM - EXP.	
Ron Tobey	Yam
Leon Cotton	Yam
George Beckett	Bul
200cc NOV. - AM.	
Rick Reed	Bul
Loren Lawdermilk	Bul
Adam Pollak	Bul
Steve Salyers	Bri
250cc NOV.	
Ron Keener	Yam
Wayne Howard	Yam
Bob Pereira	Kaw
250cc AM	
Tim Tomlinson	Mon
Leonard Reed	Bul
Carl Nelson	CZ
250cc EXPERT	
Steve Snyder	Bul
Mike Middleton	Bul
Herschel Spurlock	Bul
500cc AM.	
Zeek Charest	Mai
Skip Saylor	AE
Charles Rowan	Tri
650cc NOV.	
Donald Olson	Tri
James Thomas	Tri
-----	-----
650cc AM.	
Stan Nunes	Tri
Roger Davidson	BSA
Alan Haydon	BSA
650cc OPEN EX.	
Carol Jackson	BSA
Guy Smith	Tri
Don McKay	BSA

SPEEDWAY
 Costa Mesa, Calif.
 Sept. 26, 1969
 by Mike Capalite

SCRATCH MAIN	
Rick Woods	Jaw
Steve Bast	Jaw
Larry Heinselman	Jaw
Sonny Mutter	Jaw
HANDICAP MAIN EVT.	
Eddie Mulder	Jaw
Stu Morley	Jaw
Jim Gresham	Jaw
John Carter	Jaw
Bill Cody	Jaw
Dennis Gildehaus	Jaw
1st CLASS B EVENT	
Larry Shaw	
Mark Lani	
Brian Crawford	
2nd CLASS B EVENT	
DeWayne Jones	
Bones Sands	
Tom Clark	

RESULTS

TT SCRAMBLES	
Adelanto, Calif.	
Sept. 28, 1969	
by Sheila Riley	
100cc AM-EX	
Richard Sweaney	Kaw
Kirk Redding	Kaw
100cc NOVICE	
John Gallarza	Kaw
Mike Mossman	M-B
Terry Horton	Kaw
250 NOVICE	
Gary Schamel	Mon
Lee Clampitt	Mon
Ted Schamel	Mon
250 AM-EX	
Larry Shoemaker	Yam
Karl Wilson	Bul
Neil Winston	Bul
200cc	
Richard Sweaney	Kaw
Don Preston	Oss
Roy Griffin	Bul
350cc	
Richard Sweaney	Kaw
Karl Wilson	Bul
Woody Schamel	Mon
500 & OPEN	
C. Glen Brunson	Bul
Sandy Armstrong	Tri
Neil Winston	Bul

CMC MOTOCROSS
 Orange, Calif.
 Sept. 28, 1969
 by John Shedd

250 SR.	
J. Wilson	Gre
B. Silverthorn	Hus
T. Hart	Mon
J. West	Yam
W. Axthelm	CZ
250 JR. DIV. I	
R. Clements	Hus
J. O'Neal	CZ
J. Rubcic	CZ
P. DeBenedetti	Oss
A. Wurtzel	CZ
250 JR. DIV. II	
L. Nolen	CZ
K. Willis	Hus
R. Norris	Mon
R. Trait	Oss
D. Sellers	Hus
250 JR. DIV. III	
T. Trachy	Hus
D. Richards	Yam
T. Brown	Hus
M. Powers	Mon
D. Breker	Bul
500 SR.	
J. Wilson	Gre
T. Hart	Mon
D. Smith	AE
T. Leadbetter	AE
J. Desoto	Hus
500 JR. DIV. I	
J. O'Neal	CZ
S. Jones	Hus
B. Torbett	Hus
R. Bonn	CZ
J. Kell	Tri
500 JR. DIV. II	
B. Payne	Mai
C. Nicholson	BSA
C. Hecker	Mai
D. Young	Mai
T. Mandeville	Gre
125 SR.	
T. Rapp	Bul
M. Runyard	Sac
B. Wilverthorn	Pen
R. Fry	Pen
D. Etherledge	Sac
125 JR. DIV. I	
M. Pritchard	Bul
E. Crippa	Sac
B. Holcomb	Pen
C. Lund	Sac
C. Ryder	Sac
125 JR. DIV. II	
R. Hodges	Sac
R. Maeda	Bul
K. Markham	Yam
D. Smith	Kaw
J. Beauchamp	Sac
125 JR. DIV. III	
M. Payse	Bul
D. Emler	AE
M. Minduse	Yam
R. Rakisits	Yam
B. Spicer	Pen

TROJAN SPEEDWAY
 South Gate, Calif.
 Sept. 25, 1969
 by Margie

250 TT MAIN	
Jim Raymond	Mon
Craig Cove	Oss
Irwin Moon	Bul
Larry Shaw	Bul
250 FT MAIN	
Jim Raymond	Mon
Danny Corbett	Yam
Larry Shaw	Bul
Jerry Greer	Duc
250 TT TROPHY DASH	
Irwin Moon	Bul
125 TT MAIN	
Gary Scott	Cim
Jim Raymond	Yam
Tom Warren	Bul
Larry Bird	Yam
125 FT MAIN	
Gary Scott	Cim
Jim Raymond	Yam
Tom Warren	Bul
Hank Scott	Yam
125 TT TROPHY DASH	
Jim Raymond	Yam
125 FT TROPHY DASH	
Jim Raymond	Yam
100 TT MAIN	
Jim Raymond	Yam
Bob Sanders	Kaw
Kirk Redding	Kaw
Dan Daigh	Suz
100 FT MAIN	
Jim Raymond	Yam
Stan Wright	Kaw
Ron William	Hod
John Sperry	Yam
100 TT TROPHY DASH	
Joe Monohan	Yam
100 FT TROPHY DASH	
Jim Raymond	Yam

PERRIS TT
 Perris, Calif.
 Sept. 27, 1969
 by Elaine Jones

100 NOV. I	
Walt Foster	Suz
Richard Draudt	Suz
Keith Miller	Hod
Craig Johnson	Suz
100 NOV. II	
Rob Morrison	Kaw
Jeff Overley	Cim
Jim Cooke	V-T
Greg Swenson	Sea
100 NOV. III	
Toby Stanford	Yam
Bob Tarmer	Kaw
Mark Huckenpakler	Hod
Tom Manok	Hod
100 AM/EX	
Kirk McDowell	Kaw
Bob Williams Jr	Kaw
Bob Kline	Suz
125 NOVICE	
Jim Kline	Yam
Steve Tinsley	Yam
Bill Dobbs	Yam
George Gillespie	Yam
200cc NOVICE	
Loyal Penn	Bul
Dan Kegler	Bul
Kevan Larick	---
250 NOV. I	
Larry Stapleton	Yam
Mike Wilson	Oss
Richard Green	Bul
Ron Bourbonnais	Kaw
250 NOV. II	
Bob Greenstreet	Bul
Ed Hudson	Suz
Randy Roettele	Suz
Dean Mackeloran	Yam
250 AM/EX	
Loyal Penn	Yam
Chuck Claydon	Kaw
Bob Kline	Yam
Ronald Moore	Yam
NOV. MOTO	
Charles Tidwell	Mai
Bruce Prior	H-D
Larry Stapleton	BSA
Bruce Yoakam	Hon
EX. MOTO	
Sandy Armstrong	Tri
Vince Graves	Mai
Perry Armstrong	Tri
Bob Rudd	Hon

LUCKY SPOKES SCR.
 Brush Prairie, Wash.
 Sept. 21, 1969
 by N. A. Williams

BEGINNERS	
TROPHY DASH	
Joh Dudney	Hod
A MAIN	
Jon Dudney	Hod
Rupert Dykstra	Hon
Brad Crouse	Hon
B MAIN	
Don Austin	Hod
Guy Williams	Hon
100 TROPHY DASH	
Dennis Spencer	Kaw
A MAIN	
Dennis Fromm	Kaw
Jack Mills	Kaw
Dennis Spencer	Kaw
B MAIN	
John Allen	Hod
Rick Densmore	Kaw
200 MOTOCROSS	
Mike Hannula	Yam
Jim Nichols	Kaw
Bernie Wheeler	Yam
250 TROPHY DASH	
Dale Hixson	Yam
A MAIN	
Bob Lindauer	Yam
Dave Ditter	Yam
Dale Hixson	Yam
B MAIN	
Ed Sinclair	Yam
Fredolf Johnson	H-D
500 MOTO CROSS	
Jay Lacey	Tri
Doc Harmon	Hon
Ron Olson	Hon
OPEN MOTO CROSS	
Vern Perry	Tri
Mark Baker	Tri
Mike Gregg	Tri

Results
OASIS SCRAMBLERS
 Fallon, Nevada
 Sept. 21, 1969
 by Bob Caudle

100cc	
Juan Guzman	Yam
Don Rudd	Hon
John Cunningham	Hon
125cc	
Ron Skinner	Yam
Mernie Irwin	Yam
Lonnie Murphy	Yam
200cc	
Homer Hybarger	Hon
David Getto	Hon
Greg Freemonth	Yam
250cc	
Bill Krejei	Mon
Bob Busey	Bul
Erwin McPherson	Bul
Bill Hartly	Bul
250 AM & EX	
Jim Flinkinger	Bul
Bob Meyers	Bul
375 NOVICE	
Jack Pine	Hon
Bill Krejei	Mon
Leroy Kay	Mai
OPEN NOVICE	
Dave Brant	BSA
Harry Rehkop	BSA
OPEN AM & EX	
Charlie Stewart	Tri
Doug Westwood	CZ
John Cunningham	Hon

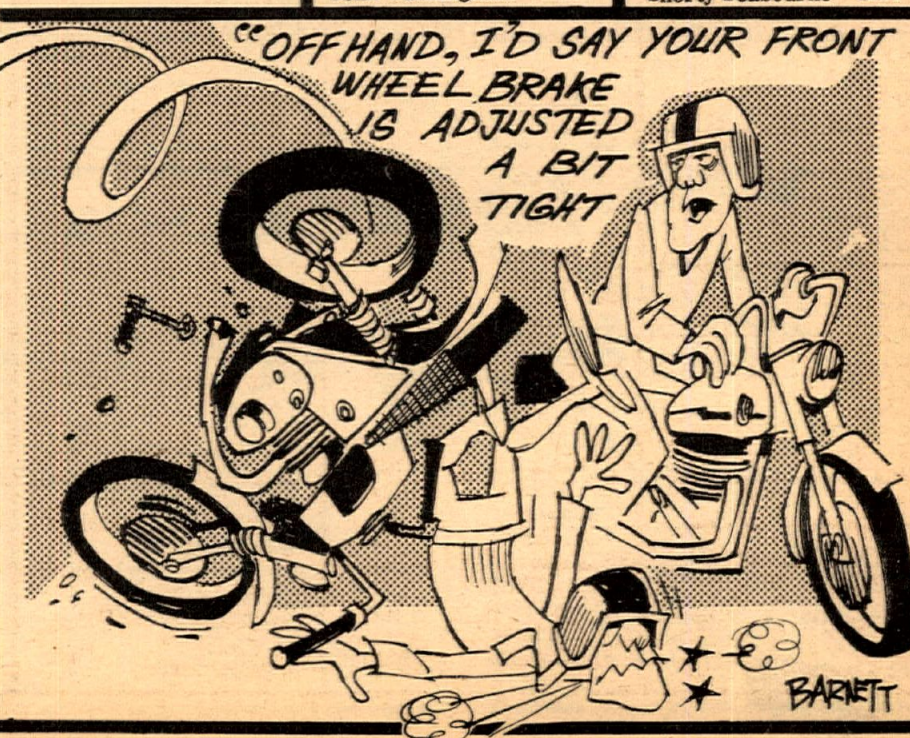
HALF-MILE NATIONAL
 Oklahoma City, Okla.
 Sept. 28, 1969
 By Dave Friedman

F.T. AMATEUR	
Don Castro	Tri
F.T. EXPERT	
Gene Romero	Tri
FIRST EX. HEAT	
Gene Romero	Tri
Mert Lawwill	H-D
Dan Haaby	BSA
SECOND EX. HEAT	
Dick Mann	BSA
Bart Markel	H-D
Cal Rayborn	H-D
THIRD EX. HEAT	
Jim Rice	BSA
Larry Palmgren	Tri
Mark Brelsford	H-D
FIRST AM. HEAT	
Don Castro	Tri
Ken Pressgrove	BSA
SECOND AM. HEAT	
Dave Aldana	BSA
Danny Ware	-
Charlie Chappel	-
THIRD AM. HEAT	
Mike Mumford	-
Dusenberry	-
Robin Martin	Tri
EXPERT SEMI	
Al Vrich	-
AMATEUR MAIN	
Don Castro	Tri
Dave Aldana	BSA
Ken Pressgrove	BSA
Robin Martin	Tri
EXPERT MAIN	
Jim Rice	BSA
Bart Markel	H-D
Gene Romero	Tri
Dick Mann	BSA
Dan Haaby	BSA
Mert Lawwill	H-D

ASCOT HALF-MILE
 Gardena, Cal.
 Sept. 26, 1969
 By Dewitt Thuett

EXPERT MAIN	
Mel Lacher	H-D
Shorty Seabourne	BSA
Lloyd Houchins	Tri
Alex Chenowski	Tri
Jody Nicholas	BSA
Mike Anderson	BSA
Ron Kruseman	Tri
Sid Carlson	H-D
Bob Bailey	Tri
Gene Romero	Tri
NOVICE MAIN	
John Hateley	Suz
Fred Edwards	Yam
Don Emde	Suz
Chuck Hart	H-D
Ted Longwith	Kaw
Dick Catuto	Yam
Steve Chambers	Bul
Jerry Wahl	Yam
Randy Ellis	Bul
Greg Feeney	Suz
AMATEUR MAIN	
Randy Smith	H-D
Keith Mashburn	Tri
Terry Donaher	Vel
Bob Fulton	H-D
Terry Sage	Tri
Mike Spitzer	Tri
Tom Mohr	Tri
Dick Fox	Tri
TROPHY DASH	
Mel Lacher	H-D
Randy Smith	H-D
Sam Tanner	R-E
Shorty Seabourne	BSA

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Dick Sweany Makes It Three In A Day At Adelanto

Photos and Story by Sheila Riley

ADELANTO, CAL. Sept. 28, 1969 — Blue skies gave way to haze and dust at Adelanto as the Reddings put on what could only be called a hair-of-the-dog TT Sunday, after the mob session they had a week ago.

If it hadn't been for the Schamel family who had about ten entries, all on Montesas with the exception of one, there wouldn't have been as many classes. Montesa doesn't make a mini, so 5 year old Duke Schamel had to settle for King-O-Lawn.

Richard Sweaney made it a big day and started his onslaught in the 100cc race. The 100 class Novices ran with the Amateurs and Experts. Kirk Redding on a Kawasaki gave Sweaney, also on a Kawasaki, a good go of it in the first moto, leading until the last lap when Dick sneaked by him. Dick won the second and third motos with Kirk in close pursuit and John Gallarza, the first Novice, bringing up third. The Hodaka used to be omnipresent in this class but there was only one entered today. Kawasaki seems to have taken over since they came out with their 1969 model.



Richard (8) Sweaney used three Kawasakis at Adelanto and brought home three first place trophies. Kirk (8) Redding put on the pressure in the 100cc race but couldn't stop Dick. C. Glen Brunson was the Open class winner on a Bultaco.

Gary Schamel won the first 250 Novice moto way out in front. In the second moto Lee Clampitt was right on Gary's rear wheel and finally caught him, just on the wrong side of the finish line. That must have depressed Lee as Gary won the third moto easily to take first, Lee second, and Ted Schamel third, all on Montesas.

Richard Sweaney ran away with the

trophy in the 200 class, his second of the day, and Don Preston on his Ossa and Roy Griffin on a Bultaco jockeyed for second and third, with Don coming out ahead.

Larry Shoemaker on a Yamaha, Karl Wilson and Neil Winston both on Bultacos, played follow the leader in all three 250 Amateur-Expert motos, and finished in that order.

It looked like Karl Wilson would win the 350 class, but he fell and Sweaney took home his third first-place trophy of the day with Karl taking second and Woody Schamel on his Montesa coming in third.

First and third places in the 500 and Open class went to C. Glen Brunson and Neil Winston, both on Bultacos which doesn't make a 500cc machine, but that's the kind of day it was. Sandy Armstrong on a Triumph broadslid to second.

The highlight of the day was the mini-bike race. A gruelling ten lap event, it was on a new track especially designed for the mini-bikes. David Lamb, seven years old, on an impressive King-O-Lawn (three horsepower is not to be reckoned with lightly!) took an early lead sliding around the first turn with his left foot firmly planted and his lower jaw vigorously chawing a wad of gum. Chris Redding, 8 years old, passed David but couldn't stay with it and fell coming into the straight. David just kept on going — sliding and chomping, chomping and sliding — and was confident enough of his wain to pull up to the checkered flag and wait for his competition. Shades of Eddie Mulder.

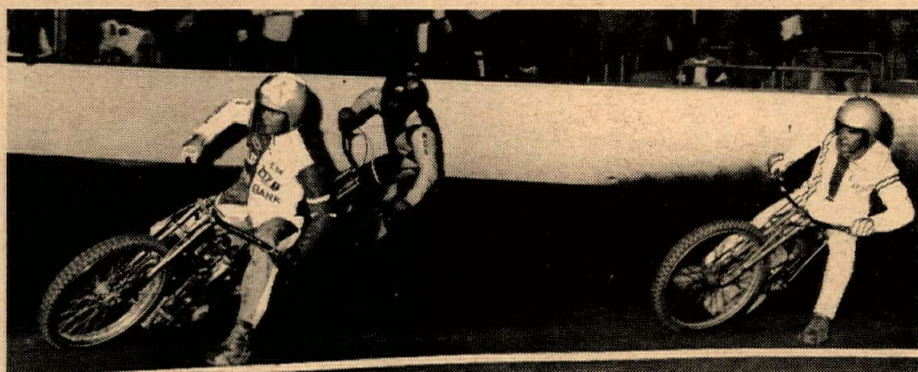
(Results on page 17)

Eddie Mulder Joins Regulars At Orange County Speedway

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL. Sept. 26, 1969 — Back for his second week of speedway this year, Eddie Mulder took home the top money in the Handicap Main Event. Despite the move back to the 30 yard line because of his showing last week, Mulder was able to move ahead of the pack for the win. In a series of Semi-Main events, the winners of each were put into a special scratch race with Rick Woods leading Steve Bast across the line to increase his point lead over Bast.

In the first qualifying semi, Larry Heinselman shot out of the hole like a great bear and charged into the corner with Don Hawley right on his rear wheel.



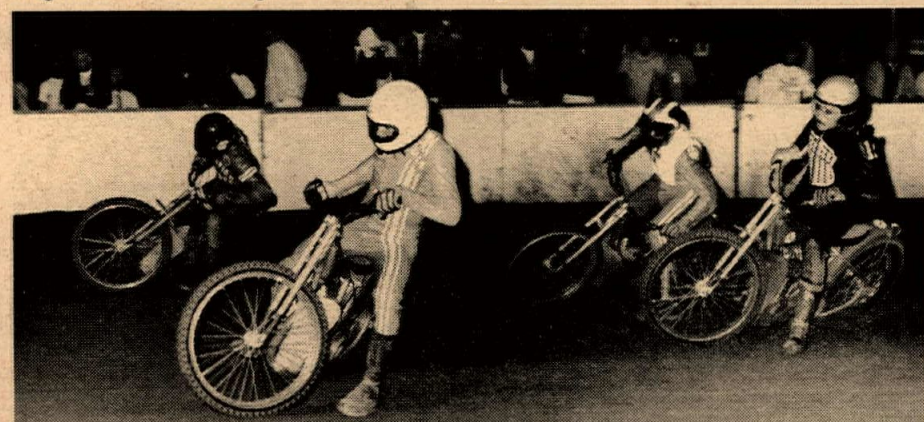
Eddie Mulder proves he is "steady" on a Speedway bike too. Eddie won the Scratch Main.

Heinselman moved out to gain a four length lead over Hawley while Don was hard pressed to hold Stu Morley back into the third slot until they received the checkered flag. Steve Scott had to be content with fourth.

In the next Semi Sonny Nutter pulled into the lead with John Carter dogging his rear wheel close enough to worry Nutter. John was close enough to take advantage of any mistake that Sonny might make. Right behind John was Mike Konle. On the last corner of the last lap, Mike tried to move under John and bumped into Carter's machine and knocked John off on the ground but Carter's bike was hooked to Konle's and John sat on the ground and watched Mike drag his machine through the corner be-

The Scratch Main was for the best four qualifiers. The action started right off with Woods getting the jump off the line and taking a slim lead with Nutter, Bast and Heinselman a tight pack right behind him, in fact they were such a tight pack that going into the second corner, all three of them went down. This left Woods the whole track to himself before the restart. Rick again got a fantastic hole shot and took the lead with Sonny Nutter in second. Coming out of the second corner, Woods got a little wide and bounced off the wall but Nutter didn't take advantage of it and Rick recovered holding the lead. Into the next corner, Larry Heinselman got a little over-exuberant and dove in under Nutter a little hard and bumped Sonny enough to cause him to go down as Steve Bast pulled into the second slot. All Bast could do for the remainder of the race was to follow Woods around the track hoping he would make a mistake. Rick wasn't taking any chances and played it cool to the finish line to take the win ahead of Bast and Heinselman.

In the Handicap Main Event, Bill Cody grabbed the lead with Jim Gresham right on his rear wheel and as Gresham made a charge to beat Cody into the corner, he was unable to hold it down and crashed into Bill with both of them drifting out to the wall with the machines hooked together and just as they broke apart,



If you think they are tight now you should have seen them before the restart. Bast, Nutter and Heinselman all crashed leaving Rick Woods alone on his wheels.

fore getting untangled to make it on across the finish line. During the melee, Terry Graham was able to slip by for second spot.

The third Semi pitted Steve Bast against Eddie Mulder. Mulder got the jump on Bast out of the hole and moved into the lead with Steve right behind him and Ron Miller right in there with them. Steve charged after Mulder and almost goofed by leaving a hole big enough for Miller to get through. As they went through the corner, Steve was putting it to the stops trying to catch Eddie when he looked up and there was Ron Miller just about doing it to him on the inside. On the next corner Steve held it low on the inside and while keeping Miller behind him, made it possible to get abreast of Mulder and get a wheel under Eddie going into the next corner. The finish was Bast, Mulder, Miller and in fourth spot, Dennis Gildehouse.

In the fourth Semi, Rick Woods had it all his own way as John Fishburn and Mike Bast went down leaving an easy win for Woods with Jim Gresham taking the second slot.

Cody hit the wall. While this was happening, Eddie Mulder and Stu Morley were able to move under them and Eddie went on to take the win with Stu second and Gresham third. Next Friday, the Costa Mesa track will hold its Championship race and this will also decide who will run against the riders coming over from the continent.

(Results on page 17)



Stu Morley reads his fan's advice and socks it to 'em.

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J.N. Wows Montanans

By Al Hauff

BILLINGS, MONT. Aug. 24— Under big cloudless skies the Billings M.C. sponsored South Eastern Montana's first motocross.

The star of the day's show was J.N. Roberts of Sun Valley, Cal. riding his 405 Husky. J.N. dazzled everyone with his daring downhill leaps and 30 mph wheelies through the water-hole. Roberts is currently in the Big Sky Country doing stuntwork for the up-coming movie "Little Big Man".

His only competition came from Larry Lees and Dick Beattie. J.N. won all three open class motos.

The 250 class provided the competition for the day, with the first three placers each winning one of the three motos. After three hard fought races, Dave Martin was the best finisher. Dave didn't waste any tricks staying ahead of Everett Glenn and Arney Brey as they were close on his heels all day.



J.N. Roberts, in Montana for movie work, motocrossed his Husky to the dazzlement of the local race fans.

The 125s were somewhat at a disadvantage. If they weren't full on the pipe they just could not make the steep hills. The disadvantage did not prove too great for Jim Ross, Tom Glenn, or Jeff McCoy as they placed first, second, and third respectively.

(Results on page 16)

(Continued from Page 11)

on his Husky. Pete, having his first ride as a "A" competitor, won the class fair and square from the big boys.

The hardest fought battles occurred in the 125 and Open classes with Warren Spencer and John Henry giving their normal nose to tail performances for all three heats of the 125 class. In the Open fray Frank Myers and Preston Gerber continued a ding dong scrap from last month that left a steady Ken Guio smiling in the middle with a second place trophy.

Ken, and his son Cotton, Guio came down from Big Piney, Wyoming and took home second places in the Open and 250 A classes respectively. These Guios are tremendous competitors but that can be expected because of the fact that they herd all the livestock on their ranch the year around with a Greeves dirt bike.

Tom Gould entered his first race on his Suzuki 90 and won the 100 class. Twelve year old Ed Crosby supplemented big brother Cal's third in the 250 A with a third in the 100 race.

Finally, one very rotund "spectator" who had entered his bike in the races just to get a better view of the action fell off and was run over. Since he was only bruised and has pulled the "spectator" stunt before all the club members heaved a sigh of relief and began planning the next motocross event.

The Draper course was fairly evenly divided between straights and rugged sand, river bottom and hills. Motocross is a success in Utah and the young riders are getting a lot of training which pleases all of us.

(Results on page 16)

Scramblin' Around

By Maureen Lee

We are happy to hear that the Desert Phantoms had such a good turn-out Sunday, and especially that the big bores showed up. Over seventy of them! When was the last time you saw that many big bikes? It proves that all that neat machinery is still in operating condition and not just moldering away in some cobwebby corner somewhere and it also proves that the big bike riders will still ride scrambles, if the track is to their liking.

As food for thought, we wonder what would happen if a club on a trial basis, threw a scrambles limiting engine displacement to bikes over 200cc's? By eliminating the ultralightweights more time for the larger lightweights and the big bores would be gained, and one reason the big bores don't show up more is because they've flat had it with posters advertising their races start at noon. Half the time they are lucky if they get on the track by three-thirty! Before our editor starts getting hordes of nasty letters from tiddler riders screaming in anguish that we'd think of such discrimi-

nation bear with us a bit more. Ultralightweights could be having a scramble at another location increasing that division by a few more riders too. Up North this is already done, you don't ride scrambles unless you can handle a 200cc on-up scooter and it used to be that way around here until the industry started selling the trail bikes. Until you were good enough to handle a full size motorcycle, you didn't race luv, and those were the days when there were masses of big bores running and spectators paying to see them run. We know the sport has changed and we've all had to change with it but some of the changes haven't been for the better, and the strangulation of the big bikes is one change we could have done without.

If you are new to the world of messing around with bikes, there's a time coming when you're going to have to face up to something we all hate: changing a tire. The first time you run into it is usually when you have an experience to put into your bench racing and story department. So, as a little tip on how to avoid trou-

bles when you're new at it, get a hold of one of the pamphlets published in England by Dunlop or Avon. They are excellent and by reading one through you can stop yourself from doing something dumbkoff like replacing the tire on the rim from the wrong side and struggling for ages trying to get the thing to fit. "It came off, why the heck won't it go back on?"

If you hear loud screaming noises from the Post Offices in Inglewood and La Puente you can blame the Dirt Diggers. Processions of weary mailmen are trudging out to Sam Crooks and Jim Peterson's homes with entries for Corriganville and right now some classes are filled. Jim had over 200 big bore entries by the second day and as for Sam...well...he's hip deep in lightweights, isn't eating or sleeping and has quit the club at least fifty times in the last few days! All kidding aside, it will be another big one this year and as usual there will be many disappointed riders who won't get in. Every year it's interesting to see who really tries and gets the drop on the others for that coveted starting position in the front row. This year the Red Dots really got with it and racked up a bunch of great starting positions with their dated postmark and for the single rider, it's Checker Ron Sloan who's our District President who did it. They'll have their usual groovy program this year full of little jabs and barbs and just wait 'til you see the sponsor of some of the Greeves riders! If you don't understand it when you read it, ask us and we'll explain!

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CYCLE NEWS

'Super Kiwi' Mauger Retains World Speedway Crown

By Peter White
LONDON, ENGLAND September 13, 1969
— New Zealand speedway ace Ivan Mauger brilliantly retained the World Championship at the Empire Stadium, Wembley tonight.

Mauger scored 14 out of a possible 15 points to defeat fellow countryman Barry Briggs (second) and Swedish rider Soren

Sjosten (third). Briggs and Sjosten scored 11 points a piece and had to run off for the minor placings.

Tied in fourth with ten points each were Nigel Boocock, the English captain, and Hasse Holmqvist, another Swedish international.

Riders from six countries, England, Sweden, New Zealand, Scotland, Poland and Russia, contested the Final. There were sixteen competitors and each rode five times, meeting every other rider

looked capable of causing upsets at any time during the meeting. Unpredictability is their main claim to fame.

But following a practice session on the Thursday before the meet it seemed obvious Mauger and Briggs were the men to beat. The Kiwi duo were several miles an hour faster than the opposition with Mauger looking especially smart.

Came race night and Ivan was in a class of his own. He won his first four races easily and had the title in the bag

sson and two leading Polish contenders.

But then a shock defeat at the hands of Pogorzelski and, later, two third placings put Nigel out of the running.

The remaining favorite, Ove Fundin of Sweden, was just not with it.

Fundin holds the record of five world Final successes and usually he shines at Wembley. 1969, however, saw him right out of touch.

He managed only one win all night—against mediocre opposition. His nine point total was sensationally low for the man who was quite expected to walk away with the trophy.

The only casualty of the meeting was fancied Swedish rider Torbjorn Harrysson. He tangled with Polish contestant Edward Jancarz in heat 9 and sustained a fractured right leg. This allowed European reserve Zbigniew Podlecki to have two rides—in place of Harrysson in the second half.

Most courageous rider must surely have been New Zealander Ronnie Moore.

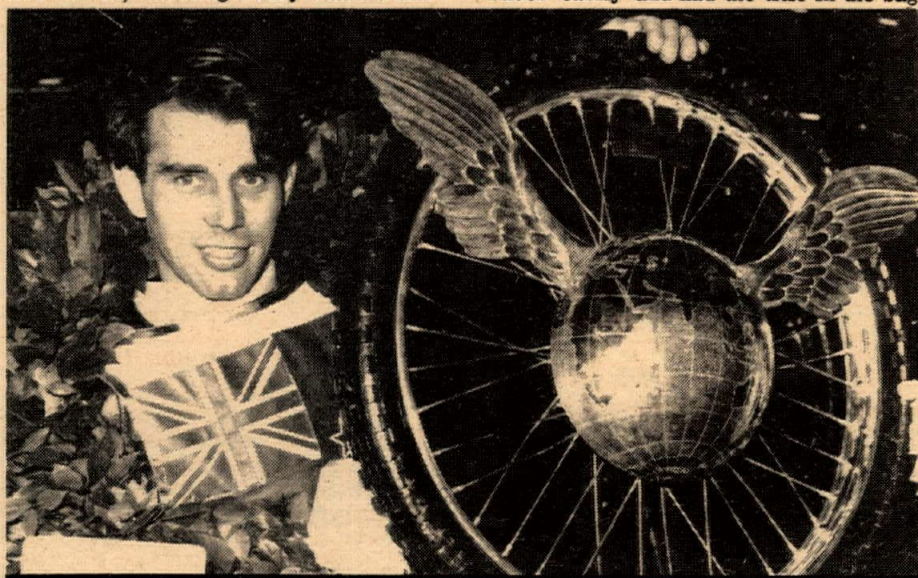
More was involved in a nasty crash at the Newcastle track in August while riding for his country against England. He suffered a fractured right instep and a good deal of bone and muscular damage to his right foot. This injury kept him out of action until two days before the Final.

He rode at the Wembley practice on the Thursday morning and was obviously well out of condition and in great pain. However he was determined to chase the title.

"I have qualified to ride. Nothing will stop me now" he said.

And ride he did. Unfortunately the injury proved too much of a handicap and his scoring power was considerably restricted. Whereas prior to the accident Moore was hotly favored to take the championship, he was certainly not a threat on race night.

It was a great disappointment that Ronnie could not do better but nevertheless an indication of the supreme fight-



Speedway's prestigious World's Championship Silver Wheel trophy is held proudly by New Zealand's Ivan Mauger for the second consecutive year. Mauger wrapped up the title early with wins in his first four races.

once. All races were four lap scratch starts.

A near-capacity crowd of 80,000 witnessed the meeting which was run under warm, humid conditions.

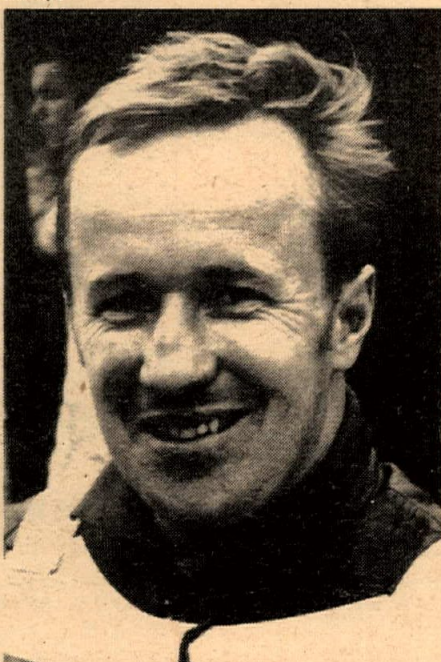
The atmosphere was electric as the riders paraded onto the centre green at 7:00 p.m. to receive their commemorative medals. The roar of the crowd was deafening as each rider stepped forward.

It was an overwhelming experience. A truly memorable occasion that really had to be witnessed to be fully appreciated.

For the sixteen competitors it was the culmination of months of hard work. Of qualifying rounds, finals and more finals. Just to be there on the "Night of Nights" stamped them as being world class.

Six riders qualified from the British Final and ten from the European Final. The leading scorers from the Nordic Final and the Continental Final met in the European Final from which the top ten qualified for Wembley.

The qualifiers from the British Final were Briggs (New Zealand), Boocock (England), Ronnie Moore (New Zealand), Ken McKinley (Scotland), Ivan Mauger (New Zealand) and Howard Cole (England). Reserve was Arnold Haley (England).



Swedish star Soren Sjosten came out third after a runoff with Barry Briggs.

From the European Final the chosen riders were Vladimir Klementiev (Russia), Torbjorn Harrysson (Sweden), Jan Mucha (Poland), Andrzej Wyglenda (Poland), Fundin (Sweden), Henryk Glucklich (Poland), Holmqvist (Sweden) and Andrzej Pogorzelski (Poland). Reserve was Zbigniew Podlecki (Poland).

A good deal of interest centered on the appearance of Klementiev, the lone Soviet representative. Unheard of in western circles until the European Final which he sensationally won with 12 points.

Also, any of the Polish contingent

there and then. Once he had notched 12 points no one could peg him back. Even a last in his final outing would leave him champion.

Ultimately he came in second to Belle Vue teammate Sjosten. The heat win allowed diminutive Soren (he's under five feet tall) a run off with Briggs for second place.

While Ivan was in scintillating form it was a less happy evening for his fellow countryman and closest rival Barry Briggs.

Four times a world champion in previous years it seemed incredible that Briggs could only amass 11 points. Even more amazing though, was the fact that this meagre total still entitled him to a run off to decide second and third placings. Usually a man who drops as low as 11 points is well out of the running.

Briggs opened his account with a fantastic heat four win over Moore, Ken McKinlay and Andrzej Pogorzelski. Barry was left at the start and trailed in third spot behind McKinlay and Moore for most of the race. On the final turn he made a super-human effort and drove under the opposition to score by inches. It was a great ride and augured well for the rest of the meeting.

Then, sensationally, in his next ride he was pipped by the unknown Russian Klementiev. The hammer and sickle boy had been all at sea first time out but when he met Briggs he really got stuck in. He beat Briggs out of the gate and that was that. Try as he may, Briggs couldn't get by.

The crowd went wild and rose to their feet to hail the new Russian speedway discovery. This ride, more than anything else, stamped Klementiev as having arrived in the big time.

The Russian fell twice in his remaining outings and wound up with a total of four points, but he had left his mark.

It seemed as if the defeat unsettled Briggs. He was second to Mauger in heat nine and then third behind Sjosten and Jan Mucha in his fourth ride. He managed to bounce back with a win in his next outing which enabled him to meet Sjosten in the run off.

After the run off, which he duly won, Briggs collapsed in the pits with exhaustion.

A disappointment for the British fans was the failure of Nigel Boocock to gain a place.

Nigel is perhaps the top English rider at present and one of only two representatives of that country to be riding in the Final. Clad in all blue leathers, he is a spectacular speed merchant, now popular the world over. He is a class rider, of that there can be no doubt, but on big nights such as this, lady luck always seems to desert him.

Boocock has been riding better than ever in domestic and international matches this season and it was generally hoped he would break his world championship jinx at Wembley.

He started well enough: a grand win in the very first race over Torbjorn Harry-



Russian sensation Vladimir Klementiev, (left) was virtually unknown until he scored well in the European finals. He beat Barry Briggs in Briggs' second race.

ing spirit and guts of speedway riders.

It was a night of shocks at Wembley this year. One by one the more fancied competitors dropped points until only Mauger was left.

So it was Ivan Mauger who breezed it in. He collected the spoils—a gold medal, a silver racing wheel trophy, the winner's wreath and a cool \$2400. He rode the victory lap the most jubilant, elated man in the stadium.

Next year the world Final has been allocated by the F.I.M., the controlling body of all motorcycle competition, to Poland.



Barry Briggs collapsed in the pits after his runoff with Soren Sjosten for second place.

To retain the championship and make it three in a row, Mauger will really have to work hard. The Polish riders are virtually unbeatable on their own tracks. Although it is an individual competition they are not averse to team riding and conditions are, on the whole, tough, especially for the British based boys. (Results on page 16)

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Cycle Glamour

By Alex Arr
Art by B.E.R. Service

The motorcycle plays a key role in the new ABC-TV hour long weekly drama, "A Doctor Who Cares", which made its debut on Sept. 23, and will be shown Tuesdays, 10:00-11:00 p.m. EDT.

Robert Young stars as Marcus Welby, M.D., a general practitioner in this era of specialized medicine, with James Brolin as Dr. Steve Kiley, a strong-willed young associate.

Brolin is not only a doctor, but also a competent cyclist. The previews showed his riding ability to be one of the dramatic highlights of the program. Dashing about as a dedicated family doctor who "works twice as hard for half as much", Brolin makes house calls on his motorcycle.

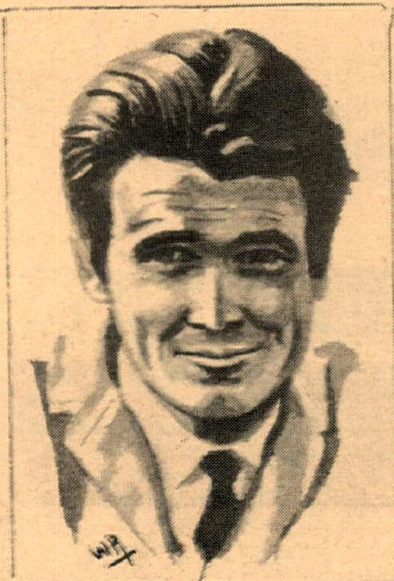
Executive Producer David Victor comments on the new show:

In this show a patient is not just a symptom, but a human being - often a friend. Welby's knowledge of a patient's background, family and temperament sometimes leads him to act as psychologist, father confessor, marriage counselor, gadfly. He cares. Sometimes his approach is unorthodox, sometimes startling to his young associate, Dr. Kiley.

Between the two doctors there is respect and liking, but it's not a "Hey, you were great in there, Chief!" relationship. Conflicts arise, and not only because of the generation gap, with its consequent differing views of behavior, life styles, and morality. Dr. Kiley, a very "now" young man who makes house calls on a motorcycle, has a mind and direction of his own. He tends to class general practitioners with high-button shoes. He is working with Dr. Welby for a year only because he needs the money to help a younger brother through medical school. He then plans to resume his training as a neurologist.

Welby and Kiley are surgeons as well as physicians, and some of our stories will be concerned with the drama and tension of the operating room. However, "Marcus Welby, M.D." will escape the limitations of hospital-based medical series. Welby's practice takes him to the mansions of the rich, the neat, well-mortgaged homes of the middle class, the pads of the hippies and the surfers, the back rooms of the forgotten. We will use extensive location shooting in the Santa Monica area - the beaches, the mountains, the picturesque adjoining communities of Venice and Malibu.

James Brolin's role is that of a strong-willed, dedicated young doctor. The qualities are evident in his career as an actor. Between roles in the past eight years he has put in over 5,000 hours of actual class time studying with such noted drama coaches as Stella Adler, Robert Gist, Vince Chase and Robert Paris, and at the Film Industry Workshop.



James Brolin plays a TV doctor who makes house calls on his motorcycle.

Brolin was born in Los Angeles, the son of Henry and Helen Sue Bruderlin. After graduation from University High School, he attended Santa Monica Junior College for one year, then switched to UCLA, where he abandoned his early ambition to become a test pilot or aeronautical engineer and changed his major to theater arts. He also enrolled in Jack Kosslyn's Hollywood Drama School.

Director Henry King, impressed by Brolin's talent, sent him to Owen McLean, head of casting at 20th Century-Fox. Brolin was signed to a contract within hours. His first appearance, in a "Bus Stop" episode, was followed by several other television roles before the studio, in an economy move, thinned the ranks of its contract players.

Brolin joined his father's construction firm, but resumed his dramatic training. He kept in touch with show business through occasional roles in television and appearances in commercials.

After a three-year absence, he returned to 20th Century-Fox for roles in

"Take Her She's Mine," "Goodbye Charlie," "John Goldfarb, Please Come Home," "Von Ryan's Express," "Mori-turi," "Fantastic Voyage" and "Our Man Flint." He also starred in "The Capetown Affair," a feature picture filmed in Africa by producer-director Robert Webb. In television, he had a recurring role in "The Monroes."

Brolin has a wide range of interests. He enjoys skin diving, surfing, speed-boating, skiing, horseback riding, and motorcycling. Currently he is adapting a novel for the screen. He is also a demon handyman; no electrician, plumber, painter or carpenter has ever darkened his door or flattened his pocket-book.

He and Jane Cameron Agee were married Oct. 16, 1966. Their son, Josh James Brolin, was born Feb. 12, 1968. They live in the San Fernando Valley, with enough area to pursue his new avocation of breeding and raising Appaloosa horses for racing. The family also finds time to spend on their boat moored at Newport Beach.

Notebook

(Continued from Page 4)

There has to be a way and there is a way. In a country where the majority makes the judgment as to what is to be and is not to be, the opinion of the people is the answer. In practice, of course, the majority is a vague and unreal thing - sort of a slumbering giant. We work between vocal minorities. But there is a majority opinion. No one can be an expert on everything. Most people are not experts on anything. Still, they have opinions, and the profile of their opinions forms our overall national or state policy.

You who are motorcycle riders are experts...on motorcycle riding. You are our vocal minority. Make no mistake about it. The future of motorcycling rests with you. No one else in all our government knows as much about motorcycle riding as you do. The non-expert majority will take your word for it, provided they hear your word for it...over and over and over again.

This is the way! Speak up! Speak up now! Ask for space and ask again and again. Write your Congressmen and U.S. Senators. Write your Assemblymen and State Senators. Write the President and the Governor. Let them know you're here, give them the benefit of your expert opinion.

Write and call and visit your Councilman and your County Supervisors and your Mayor. Ask for space for the kids to ride. There is plenty of it, but the majority doesn't know that that's what the majority wants.

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Stars Shine At Fontana Night Motocross



Jim (11) Wilson swings wide into the first turn at the Fontana night motocross. Rod (54) Morrison leads the rest of the pack around the groove. Jim came back to make up for his over exuberance by winning all his races. Wilson noted that Fontana is similar to many English motocross courses.

Story & Photos by Michael & Jerry Mills
FONTANA, CAL. Sept. 20, 1969 - The Fontana night motocross last Saturday was sparked by a handful of stars from the California motocross scene. However, there weren't enough Experts to make up a separate class so they ran for fun with the Juniors. The lack of support of the Experts is hard to understand because all it takes is six in a class to make the prize money flow.

As it has been demonstrated before and surely will happen again October fourth at Fontana, the mention of money will bring the Juniors en masse. The Experts that did show were the cream of the crop and left no doubt in the spectators minds as to why they're Experts.

Although Gene Cannady and Jim Wilson made clean sweeps of their classes, John DeSoto was forced to put off a strong challenge from Jerry Willmon on a Maico in the 500cc motos. In the third moto of the 250 Div. I, Greg Schweers, running in first place, did a no no and mistook the last lap flag for the checkered. After some frantic hand waving he was persuaded to return to the track and take second place.

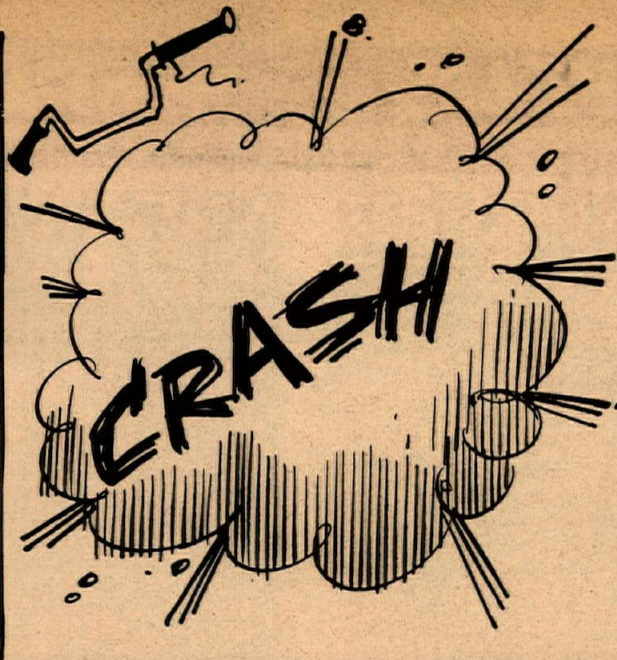
Greg Schweers and Jim Fishback took the wins in the 250 divisions. They are both strong running, consistent winners that will be moving into the Expert rating by the end of October. Their advancement will bring sighs of relief from many of the Fontana regulars.

The all comers race started with a bang as four riders went down in the first corner. After getting untangled, John DeSoto was down three-quarters of a lap, which was more of a handi-cap than he could handle in a five lap race. At the half-way point Jim Fishback dropped out with mechanical difficulties leaving third place open for Jay Carmello on his 125 Yamaha. Jim Wilson took first with a large lead followed by Gene Cannady on his Sachs.

Jim Wilson noted that the track is very similar to some of the English tracks; there's just no place to sit down with any comfort. The track will be graded before the next meeting on October fourth.

(Results on page 16)

Continued Page 22



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